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LAFAYETTE GENERAL PLAN

Adopted by Resolution 2002-56 on October 28, 2002

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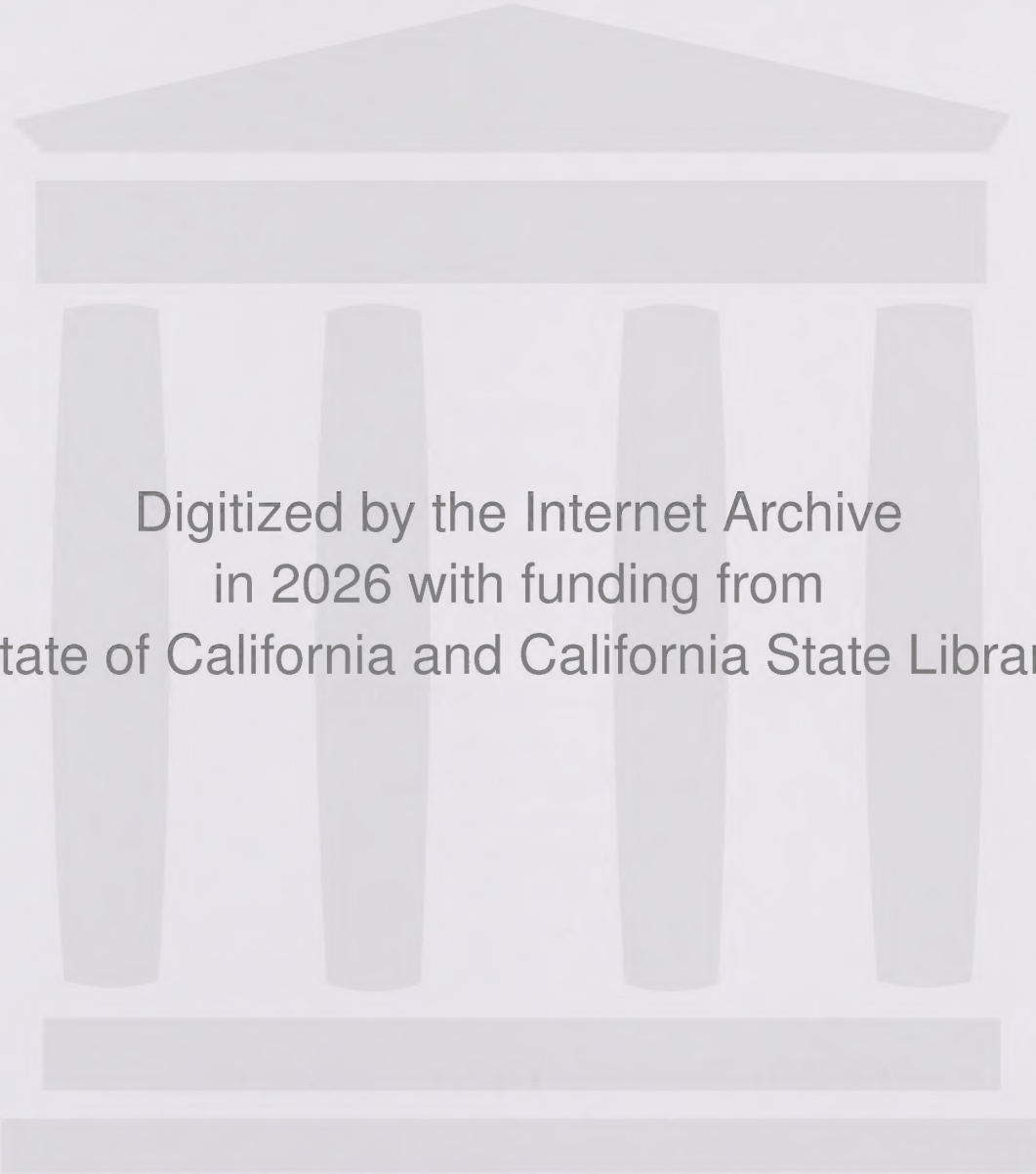
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INTRODUCTION

INTRODUCTION

Guiding Principles

- *Preserve and enhance the character of Lafayette as a semi-rural community.*
- *Create and maintain a strong sense of community in Lafayette.*
- *Protect the natural and scenic quality of our surrounding hillsides and ridgelines, creek areas, trees and other vegetation.*
- *Encourage the involvement of citizen volunteers in land use and policy planning.*

Lafayette is a unique and fortunate community. Unique in its magnificent natural setting, and fortunate that through the tireless volunteer efforts of its citizens, it has preserved a semi-rural ambiance despite the severe pressures of urbanization.

In its early years, Lafayette grew from a settlement of pioneer ranchers occupying the Acalanes Rancho in the 1840's to a small village comprised of a grist mill, a school, a church, roadside stores and rooming houses centered along Golden Gate Way. By 1857, Lafayette had acquired its name, a post office and several hotels and eating establishments. A tunnel through the Oakland-Berkeley hills in 1904 accelerated Lafayette's transition from a settlement to a small residential village.

Rapid suburbanization took place in Contra Costa County after World War II. It wasn't until the 1960s that Lafayette began to grow substantially. By 1968 Lafayette had experienced such significant, and at times inappropriate, development that residents voted to incorporate in order to exercise more local control.

In 1974, Lafayette adopted its first General Plan. The principal goal of that Plan was to preserve and enhance the character of Lafayette as a low density, semi-rural residential community. Other goals of the Plan stressed the protection of Lafayette's natural beauty, and recognized the need to balance development with the preservation of the scenic quality of the surrounding hills.

Since its adoption in 1974, the Lafayette General Plan has been the guiding force behind all of Lafayette's land-use decisions. Despite the continued pressures of residential growth, Lafayette strives to protect its ridgelines and sensitive hillside areas through the application of residential design guidelines, control of hillside densities, and the careful review of the environmental and visual impacts of development.

The City's natural terrain - undeveloped hillsides, generous spans of open space, mature oaks, natural creeks and numerous tributaries, and spectacular scenic viewsheds - defines the City's physical setting. Complementing this foothill environment are the Lafayette Reservoir and the

area's trail system, including the nation's first rail-to-trail project - the Lafayette-Moraga Trail. In our residential neighborhoods, a small town look predominates, with many narrow winding roads and mature vegetation. The presence of older neighborhoods with smaller homes lends variety to the residential fabric of the City, while the City's superior schools enhance the quality of family life. The city's downtown is notable for its low-rise architecture, multi-family housing and local merchants. Together, these distinguishing features give Lafayette its structure, character, charm, and most importantly, its community identity.

This new Plan heralds the rebirth of the Downtown. It recognizes the value of preserving and enhancing the center of Lafayette as a place where residents can congregate to shop, take part in civic activities, and enjoy the ambiance of small town life. Downtown Lafayette continues to evolve as new retail, residential and commercial developments are introduced while preserving and enhancing existing historic landmarks and buildings and scenic vistas.

This General Plan celebrates the singular charm and value of Lafayette in an otherwise urbanized county. Careful implementation of its goals and policies will allow Lafayette to remain a semi-rural community, whose vibrant downtown and pastoral neighborhoods are set within a magnificent open space environment.

WHAT IS A GENERAL PLAN?

Every city and county in California is required by State law to have a General Plan. The General Plan establishes conservation and development goals, as well as the location and intensity of different land uses. Zoning and Subdivision Ordinances and specific plans must be in conformance with the General Plan.

The General Plan has the following functions:

- Identify the community's land use, circulation, and environmental goals and policies.
- Enable the City Council, the Planning Commission and other city commissions to establish long-range conservation and development policies.
- Provide a basis for judging whether or not specific private development proposals and public projects are in harmony with these goals and policies.
- Inform citizens, developers, decision-makers and other jurisdictions of the rules that guide development and conservation within the Lafayette Planning Area.

The General Plan is a statement of the community's vision of the future. It is a long-range and comprehensive plan that coordinates all major components of the community's physical development. Because the plan is long-range and comprehensive, it is general in nature. It establishes requirements for additional planning studies where greater specificity is needed. In addition, this Plan is internally consistent. The goals, policies and programs relate to one another within each chapter and to the whole document.

THE GENERAL PLAN PROCESS IN LAFAYETTE

This General Plan is an update of the Plan that was adopted in 1974. This current process began in 1992. An extensive public participation program took place to ensure that the revised Plan

reflected the concerns and views of the community. Key milestones of the public participation process are summarized below:

- The General Plan Advisory Committee (GPAC) was established by the City Council to facilitate public participation. It was comprised of members of city commissions, the general public and elected representatives
- A leaflet on the General Plan revision process including a summary of the plan alternatives was sent to all residents and business people in Lafayette. Town hall meetings were then held to discuss the pros and cons of the alternatives.
- City commissions reviewed the Draft General Plan and forwarded their comments to the GPAC.
- Planning Commission/City Council workshops were held on the Draft General Plan.
- The Planning Commission and the City Council held public hearings to certify the Environmental Impact Report and adopt the General Plan.

The result of this multi-year process is a General Plan that reflects the concerns and values of the residents and business people of Lafayette. It is a plan that seeks a balance among the environmental, social and economic needs of the community.

CONTENTS OF THE LAFAYETTE GENERAL PLAN

The General Plan establishes goals, policies and programs to guide the community's conservation and development. It is organized into eight chapters covering all of the elements required by State law and the Contra Costa Transportation Authority (CCTA). Table 1 presents the relationship of the chapters to the State and CCTA-mandated elements.

TABLE 1

RELATION OF GENERAL PLAN CHAPTERS TO STATE & CCTA-MANDATED ELEMENTS

Lafayette General Plan Chapter	Mandated Element/Body
Land Use Chapter	Land Use Element <state>
Circulation Chapter	Circulation Element <state>
Open Space & Conservation Chapter	Open Space Element <state> Conservation Element <state>
Parks, Trails & Recreation Chapter	<no state mandate>
Housing Chapter	Housing Element <state>
Safety Chapter	Safety Element <state>
Noise Chapter	Noise Element <state>
Growth Management Chapter	Growth Management Chapter <CCTA>

GENERAL PLAN CHAPTERS

Chapter I: Land Use. Addresses the mix of uses on public and private property, including growth management, annexation, urban design, the redevelopment plan, the City's Sphere of Influence, and infrastructure to accommodate existing and future development. The Land Use Map and designations, with types and intensities of use, are part of this chapter, as is the growth management element required by the transportation bond "Measure C". Urban design guidelines to ensure that new development is attractive and contributes to Lafayette's unique sense of place are found here. Lastly, this chapter incorporates portions of previously adopted specific plans for the Downtown, as well as programs to preserve historic resources.

Chapter II: Circulation. Examines the roadway system and other means of access and circulation including transit, pedestrian walkways, bicycle routes and transportation for the mobility-impaired. Level of service standards and ways of managing transportation demand, taking into account the relationship between land use and transportation, are incorporated into this chapter.

Chapter III: Open Space and Conservation Chapter Emphasizes the identification and protection of environmentally sensitive areas such as the hillside and ridgeline areas, and maintenance of ample open space. Includes the State-mandated open space and conservation elements.

Chapter IV: Parks, Trails and Recreation Chapter. Focuses on providing ample parks and recreational programs to meet the City's needs. Provides for the continued implementation of the City's trails system.

Chapter V: Housing. Addresses state-mandated policies and programs to increase the variety and types of housing in the City, including the use of infill sites, the preservation of existing neighborhoods, and the advancement of mixed uses in the downtown area. Contains a description of housing needs and programs to provide additional housing for special needs groups.

Chapter VI: Safety. Emphasizes protection of the community from injury, loss of life, and property damage resulting from natural disasters and hazardous conditions. Identifies the potential for exposure to hazardous materials (including transportation, storage, and disposal) and the effects of electromagnetic radiation.

Chapter VII: Noise. Addresses the impacts of noise on the community, including the identification of noise generating activities and noise-sensitive land uses (such as schools). Contains standards for determining excessive noise levels for different types of land use.

Chapter VIII: Growth Management. Compiles goals, policies and programs that relate to Growth Management from all the chapters of the Plan into one, consolidated location. It satisfies the requirements of the Contra Costa Transportation Authority (CCTA).

GENERAL PLAN MAPS

Found throughout the Plan, numerous maps depict the location and distribution of important physical attributes of the community. These maps help in the understanding of conditions, issues and policy decisions described in the text.

GOALS, POLICIES AND PROGRAMS

Goals, policies and programs are the essence of the Plan and each Chapter contains appropriate goals, policies and programs to implement the Plan's overall vision for the community. Goals, policies and programs provide a structure for translating overall objectives to specific actions, and are defined below¹:

- Goal: A general, overall, and ultimate purpose, aim or end toward which the City will direct effort.
- Policy: A specific statement of principle or guiding action that implies a clear commitment. A general direction that the City elects to follow in order to meet its goals.
- Program: An action, activity, or strategy carried out in response to adopted policy to achieve a specific goal.

Policies and programs establish the “who”, “where”, and “what” of the goals. Policies are more specific statements that are used to determine whether land use decisions, a change in zoning or other actions are consistent with the General Plan. An example of a policy is: “Reduce flood risk by maintaining effective flood drainage systems and regulating construction.”

Programs state actions to be taken to implement the policy. An example of a program to implement the above policy is: “Require runoff rate/volume analysis and duration flow analysis of projects where deemed necessary by City Staff.” The programs listed in this Plan are not exclusive; rather, they are a set of actions that the city should take to implement a goal and policy. There may be other mechanisms to implement the same goal and policy.

The Housing Chapter follows the requirements of State law, providing more detail on the implementation of programs. For every program contained in the Housing Element, a City department or other agency or entity is identified as responsible for its implementation. Funding sources and a schedule for completion are also provided, as required by State housing law.

GEOGRAPHIC SCOPE OF THE PLAN

The Plan establishes policies for all land within the Lafayette city limits and its Sphere of Influence.

MAIN THEMES OF THE PLAN

As stated earlier, the 1974 General Plan has served the city well, protecting Lafayette's semi-rural atmosphere and preventing development in environmentally sensitive areas. The new

¹ Refer to Glossary for definitions of terms used in this General Plan.

General Plan echoes the same theme of preserving residential neighborhoods, scenic ridgelines and hillsides. Some of the main ideas underlying the Plan are summarized as follows:

- **Maintain Lafayette's semi-rural character.** This Plan recognizes the charm and value of Lafayette as a quiet, semi-rural town in an otherwise largely urbanized county. The policies and programs of this Plan ensure that the city maintains its unique character, while encouraging revitalization of its commercial, cultural and civic core.
- **Maintain the character of existing residential neighborhoods.** In predominantly developed residential areas, the Land Use Map largely reflects existing conditions. Recognizing that the city is almost built out, the Plan emphasizes preserving the existing character of residential neighborhoods.
- **Protect environmentally sensitive areas.** Strong regulations are proposed to protect and enhance environmentally sensitive areas such as hillsides, ridgelines, creeks, and woodland areas.
- **Reinforce Downtown as the City's center for business, civic and cultural activities.** The plan supports the Downtown area as the hub for commerce, government, and social and cultural pastimes. Land use policies direct and organize activities to retain the downtown core's focus as a retail center and multi-family residential neighborhood. Office, visitor-serving and auto-dependent uses are located to the east and west of the core. Design policies guide public and private development to enhance the appearance of Downtown. This plan assures that Downtown remains a place where residents can congregate, shop, enjoy cultural activities, conduct their civic affairs and savor the beauty and ambiance of a small town.
- **Provide for housing opportunities.** The Plan calls for multi-family residences Downtown, and adoption of an inclusionary housing program and a density bonus program. Design policies are included to assure that new multi-family housing is planned and designed to provide quality residential neighborhoods.
- **Provide a network of trails and pedestrian paths.** The Plan seeks to provide pedestrian and bicycle links among parks, schools and cultural and commercial destinations in and around the city.
- **Balance future growth with infrastructure.** The Plan recommends that the amount of future residential and commercial growth be integrated with the availability of public services, such as water, sewer, police, fire, schools, parks and recreation. Growth management measures establish levels of service for public services and transportation that must be met if development is to be approved.

BACKGROUND INFORMATION

Three separately published documents provide background information for the General Plan. These documents are not a part of the adopted General Plan. The *Data Base Background Report*

(May 1992) contains information and analysis for each of the topic areas covered by the *General Plan*. It is intended to be used as a reference document and to provide the factual basis for the policies contained in the General Plan. The draft *Environmental Impact Report* determines the type and extent of environmental impacts that would result from implementation of the General Plan. It is a "program-level" analysis, and identifies what future environmental analysis may be required as specific projects are reviewed. The *Traffic Analysis Report* (November 1998) presents the traffic projections that correlate to the land uses contained in the General Plan.

ADMINISTRATION OF THE GENERAL PLAN

Although the General Plan covers a long-range period, it remains a flexible and dynamic document. This revision of the Plan is based on estimates of future growth and development, as projected in the late-1990's. As time passes, certain assumptions underlying the Plan may no longer be valid due to changing circumstances or new information. The City should monitor its General Plan to ensure that it remains in touch with its evolving community. The California Government Code (§ 65400[b]) requires each planning department to report annually to the City Council "on the status of the plan and progress in its implementation, including the progress in meeting its share of regional housing needs determinations." This report is also made to the State Department of Housing and Community Development (HCD).

It is recommended that every five years, the City review the entire General Plan to determine whether it still reflects community concerns and goals. This could coincide with the five-year review and update schedule of the *Housing Chapter* as required by State housing law.

AMENDING THE GENERAL PLAN

State law permits up to four amendments of mandatory elements of the General Plan per year (Government Code § 65358[b]). The City's procedure for filing a general plan amendment is available at the Community Development Department. To ensure consistency and compatibility with the Plan, general plan amendments initiated by the City or other public agencies must follow the same notification and hearing procedures that are required of amendments initiated by private organizations and individuals.

LAND USE

PURPOSE

The Land Use Chapter is the heart of the General Plan because it contains the goals and policies for the appropriate use of every parcel of land within the City limits and within the City's Sphere of Influence. Land use designations and standards for development are established for residential and commercial uses, public facilities and public utilities, and for the protection of natural areas. The Land Use Map and the tables herein establish standards of population density and building intensity. The goals, policies, and programs in this chapter seek to ensure that development in Lafayette is not only harmonious with the City's natural environment and compatible with its existing neighborhoods, but that future development can be accommodated with existing and planned infrastructure.

This Chapter covers these major policy areas:

- Natural and Scenic Lands
- Residential Land Uses
- Commercial Land Uses
- Public Facilities
- Sphere of Influence
- Interjurisdictional Coordination
- Growth Management and Infrastructure
- Cultural Resources

This Chapter also contains guidelines to help Lafayette preserve and strengthen its distinctive community identity and small town character by :

- preserving scenic views of the surrounding hillsides and ridgelines;
- shaping development such that it is harmonious with the immediate natural and built environment;
- maintaining the quality of the residential neighborhoods;
- encouraging distinctive development Downtown;
- better defining the entries to the city;
- preserving and enhancing buildings and sites with historical or architectural significance; and
- preserving areas with environmental, scenic or recreational significance as open space.

THE LAFAYETTE PLANNING AREA

The City's Sphere of Influence, prescribed by the Local Agency Formation Commission (LAFCO), is identical with the City limits with two exceptions. There are approximately 130 acres of land west of Taylor Boulevard near the northeast corner of the City and about 200 acres south of Highway 24 and east of Pleasant Hill Road. The former area contains some existing large-lot residential development and approximately 44 acres of vacant land with limited residential development potential. The latter area consists mainly of existing residential development located just east of the current City Limits. The City's Sphere of Influence is consistent with the Urban Limit Line defined in the Contra Costa County General Plan. The acreage of each land use designation is presented in Table 1 below. Over 75 percent of the land in Lafayette is designated for single family residential uses. Commercial uses account for less than 3 percent of land and are concentrated along the Mt. Diablo Boulevard corridor. Fifteen percent of land in Lafayette is devoted to open space.

TABLE 1
ACREAGE BY LAND USE DESIGNATION

Land Use Designation	Within City	Percent	Sphere of Influence	Percent
Rural Residential	1,629.2	17.4	42.1	12.2
Low Density Single Family Residential	3,630.1	38.8	117.6	34.0
Medium Density Single Family Residential	2,057.0	22.0	186.1	53.8
Low Density Multifamily Residential	53.7	0.6		
High Density Multifamily Residential	58.7	0.6		
West End Commercial	38.8	0.4		
East End Commercial	82.3	0.9		
Downtown Core	79.3	0.9		
Multifamily Residential/Office	43.4	0.5		
Public Utilities	21.9	0.2		
Community Facilities and Civic Uses	129.0	1.4		
Parkland	82.5	0.9		
Open Space	1449.4	15.5		
TOTAL	9,355.3	100	345.8	100

SOURCE: CITY OF LAFAYETTE, 2001

POPULATION GROWTH TRENDS AND PROJECTIONS

Population Growth Trends

The City of Lafayette was incorporated in 1968. The City's population has increased steadily since the 1960's, with the greatest increase occurring in the decade between 1960 and 1970, largely due to annexations along Reliez Valley Road and in the Springhill Road area. Table 2 indicates that the City's population has increased very gradually since 1980. This is because most of the buildable land in Lafayette had been developed by 1980. Population increased by 1,302 persons (5.4%) between 1980 and 1990, as compared with a 3,519 - person increase (17.2%) between 1970 and 1980.

TABLE 2
POPULATION GROWTH 1960-1995

Year	1960	1970	1980	1990	1995
Population	7,114	20,484	24,003	25,305	25,500

SOURCE: *PROJECTIONS '94, PROJECTIONS '98*, ABAG AND THE U.S 1990 CENSUS.
PROJECTIONS APPLY TO THE CITY AND ITS SPHERE OF INFLUENCE.

Population Projections

Table 3 shows population projections for the City of Lafayette, prepared by the Association of Bay Area Governments (ABAG). The projections indicate that the City's total population is expected to increase by less than five percent during the periods 2000-2005 and 2005-2010.

TABLE 3
POPULATION PROJECTIONS 2000-2025

	2000	2005	2010	2015	2020	2025
Population	26,144	27,300	27,900	28,400	29,100	29,700

SOURCE: *PROJECTIONS '02*, ABAG.
PROJECTIONS APPLY TO THE CITY AND ITS SPHERE OF INFLUENCE.

For the same periods, Contra Costa County's population is slated to increase by 7% and 6% respectively.

HOUSING AND JOBS

Lafayette has historically been a residential community with most employed residents working in other communities. At the time of incorporation, most residents traveled west to jobs in Oakland and San Francisco. With the rapid development of employment centers stretching from Concord to Pleasanton and the Silicon Valley, more residents now travel to the east and south to their jobs than ever before.

Job growth in Lafayette has roughly paralleled the increase in population and employed residents. Office developments completed during the 1980s and more recent expansion of retail space have been the primary sources of new jobs. Due to its land use patterns, the City remains an exporter of employees.

TABLE 4
EMPLOYMENT, JOBS, AND POPULATION 1980-2000

	1980	1990	2000
Employed Residents	12,014	13,703	14,220
Jobs	8,116	9,340	9,530
Jobs/Employed Resident	0.68	0.68	0.67
Population	24,003	25,305	26,144
Jobs/Resident	0.34	0.37	0.37

SOURCE: PROJECTIONS '98 AND '02 ABAG. PROJECTIONS APPLY TO THE CITY AND ITS
SPHERE OF INFLUENCE

These numbers do not reflect that many of the jobs in Lafayette are not filled by Lafayette residents and that more residents are spending many of their working hours at home using computer and telecommunications technologies.

While Lafayette has relatively little area designated for commercial activities, much of it is subject to renewal with more intensive uses that will create more jobs. Furthermore, the City's proximity to both the Oakland and Diablo Valley employment and population centers, coupled with its access to BART will enable businesses to attract employees commensurate with the anticipated increase in population.

TABLE 5
EMPLOYMENT, JOBS, AND POPULATION PROJECTIONS 2000 to 2015

	2000	2005	2010	2015
Employed Residents	14,220	14,900	15,900	16,500
Jobs	9,530	9,710	10,290	10,520
Jobs/Employed Resident	0.67	0.65	0.65	0.64
Population	26,144	27,300	27,900	28,400
Jobs/Resident	0.37	0.36	0.37	0.37

SOURCE: *PROJECTIONS '02*, ABAG. PROJECTIONS APPLY TO THE CITY AND ITS SPHERE OF INFLUENCE

LAND USE MAP

There is a Land Use Map (Map I-1) that is part of this Plan. It is necessary to refer to this map and the text of the Plan, along with the Zoning Ordinance, to determine how a parcel of land may be developed.

Maximum densities and Floor Area Ratios (FAR's) described in this chapter can only be achieved after complying with the goals, policies and programs of this General Plan. In addition, the zoning and subdivision ordinances contain measures that may limit the density of any parcel of land in the City below the density specified in the General Plan.

Other maps that show the locations of public facilities, environmentally sensitive areas, potential geotechnical and flood hazards, the street system, parkland and trails are an integral part of the General Plan. Such maps should be consulted in order to obtain a complete interpretation of the Plan's goals, policies and programs applicable to a given area or parcel of land.

DEVELOPMENT POTENTIAL

There is relatively little land in the City where additional development can occur. Most of the remaining vacant or underdeveloped land is located in environmentally constrained areas characterized by steep hillsides, oak woodlands, and unstable soil conditions; this land is designated Rural Residential on the Land Use Map. The majority of new single-family residential construction will be on infill lots scattered throughout the City's existing residential neighborhoods and in mixed-use developments located Downtown. A description of Lafayette's residential buildout potential is presented in the *Housing Chapter*. (The "Additional Housing Units" shown in Table 6 include both single-family and multi-family residential units.)

Downtown Lafayette has vacant and underutilized parcels, which have the potential to accommodate a mixture of commercial and residential uses. Table 6 presents the projected General Plan buildout for all parcels. This projected buildout is less than the maximum potential allowed by base zoning standards (height and yard requirements), since it reflects overall development constraints, such as undersized parcels, underutilized parcels, parking and open space standards and topographic limitations.

TABLE 6

GENERAL PLAN BUILD OUT

Existing Commercial Space s.f.	Additional Commercial Space s.f.	Commercial Build out (total s.f.)	Existing Housing Units	Additional Housing Units	Residential Buildout (Total units)
2,400,000	380,000	2,680,000	9,842	1,026	10,868

SOURCE: COMMUNITY DEVELOPMENT DEPARTMENT, 2002, PROJECTIONS 98, ABAG, US CENSUS 2000

LAND USES

Fourteen Land Use Designations are established by this Plan under the following four headings.

Natural and Scenic Land Uses

Open Space

Parkland

Rural Residential

Rural Residential-5

Commercial and Office Land Uses

Downtown Core

West End Commercial

East End Commercial

Residential Land Uses

Low Density Single Family Residential

Medium Density Single Family Residential

Low Density Multifamily Residential

High Density Multifamily Residential

Multifamily Residential/Office

Other Land Uses

Public Utilities

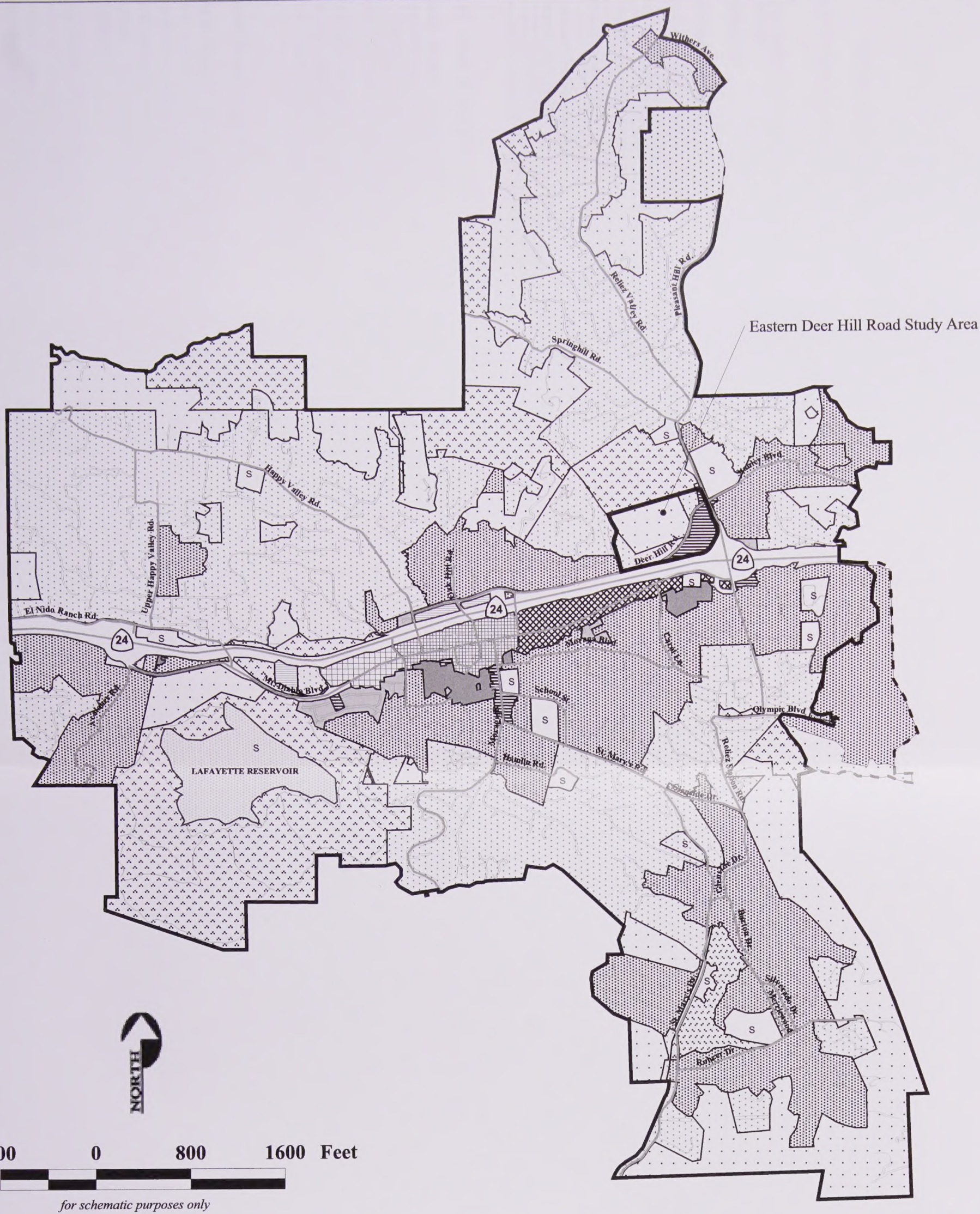
Community Facilities and Civic Uses

The General Plan establishes Land Use Designations both within the City limits and within the City's Sphere of Influence as defined by the Local Agency Formation Commission (LAFCO)¹. The Sphere of Influence represents the probable ultimate physical boundary of the City. The designations defined below are shown on *Map I-1: Land Use Map*.

Population Density and Building Intensity

State law requires general plans to establish standards of population density and building intensity. Estimates for population in these land use categories are based on an average household of 2.6 persons, except for the High-Density Multifamily Residential designation, which is based on an average of 2.1 persons per household. If there is a discrepancy between dwelling units per acre and persons per acre, the number of dwelling units per acre shall govern.

¹ Local Area Formation Commission. Refer to the Glossary for an explanation of this Commission.



Legend

	City Limits		Medium Density Single Family Residential: up to 6 dwelling units/ac
	Sphere of Influence		Low Density Single Family Residential: up to 2 dwelling units/ac
	Downtown Core		Rural Residential Single Family: up to .1 dwelling units/ac
	West End Commercial		Rural Residential-5 Single Family: up to .2 dwelling units/ac
	East End Commercial		Low Density Multifamily Residential: up to 17 dwelling units/ac
	Open Space		High Density Multifamily Residential: up to 35 dwelling units/ac
	Reservoir		Administrative/Professional/Office/ Multifamily Residential: up to 35 dwelling units/ac
	Parkland		
	Public Utilities		
	Open Space		
	Community Facilities / Civic Uses		

Source: City of Lafayette, 2002

TABLE 7
RESIDENTIAL POPULATION DENSITY AND BUILDING INTENSITY

Land Uses	Maximum Population Density	Maximum Building Intensity
Rural Residential	0.26 persons per acre	0.1 dwelling units/acre
Rural Residential-5	0.52 persons per acre	0.2 dwelling units/acre
Residential Land Uses		
▪ Low Density Single-Family Residential	5 persons per acre	2 dwelling units/acre
▪ Medium Density Single-Family Residential	16 persons per acre	6 dwelling units/acre
▪ Low Density Multifamily Residential	44 persons per acre	17 dwelling units/acre
▪ High Density Multifamily Residential	73 persons per acre	35 dwelling units/acre
Administrative/Professional Office/ Multifamily Residential	73 persons per acre	35 dwelling units/acre

NOTE: This table does not reflect the actual population density or building intensity for existing developed parcels, rather it illustrates the maximum potential for vacant and underdeveloped parcels.

NATURAL AND SCENIC LANDS

Natural and Scenic Lands include the land use designations which preserve the natural environment through the protection of open space, parklands, ridgelines, hillsides and riparian corridors. Development is to be allowed only in areas designated Rural Residential and only when it is subordinate to and supportive of the preservation of natural conditions.

These land use designations will enable the City to meet the goals, policies and programs outlined in the Open Space and Conservation Chapter. The general location of these lands is indicated on Map III-1: *Hillside Overlay Area*.

Natural and Scenic Land Uses

Open Space: This designation applies to areas of land which are essentially unimproved and used for the preservation of natural resources and habitats, agriculture, passive outdoor recreation, visual amenities such as view corridors and scenic vistas, or the maintenance of public health and safety. Development is limited to 400 square feet per parcel. Only structures that support the use, such as shelters and storage sheds, are allowed.

Parkland: This designation applies to existing and proposed active and passive parks. Allowed structures are shelters, restrooms, storage sheds, and other ancillary structures needed to accommodate a public use or to provide for the maintenance of the land and recreational facilities. The maximum floor area ratio (FAR) shall not exceed 0.01.

Rural Residential: This designation is intended to retain hillsides in as nearly a natural condition as is feasible while allowing residential development which is subordinate to

and supportive of preserving scenic views and the natural hillside character of the area. Houses shall be sited, designed and of such a size so as to blend into the natural environment and have minimal impacts on it. Visibility of any development shall be kept to a minimum. Development density shall not exceed 0.1 dwelling units per acre.

Rural Residential-5: At the time of the adoption of this General Plan, there were no properties in this land use designation. This abstract category is in place to accommodate properties whose land use designations may be changed at a future date from Rural Residential to Rural Residential-5. As with the Rural Residential classification, this designation is intended to retain hillsides in as nearly a natural condition as is feasible while allowing residential development, which is subordinate to and supportive of preserving scenic views and the natural hillside character of the area. Houses shall be sited, designed and of such a size so as to blend into the natural environment and have minimal impacts on it. Visibility of any development shall be kept to a minimum. Development density shall not exceed 0.2 dwelling units per acre.

RESIDENTIAL NEIGHBORHOODS

Lafayette is primarily a residential community and it is the City's residential neighborhoods that largely define its character. Residential development is located on either side of the Mt. Diablo Boulevard corridor, along valley floors and on the surrounding hillsides. These neighborhoods present a diverse visual environment, offering a variety of housing types, and architecture that is sensitive to the hilly landscape.

A long-standing priority of the community has been to ensure that development remains harmonious with the existing natural and built environment. Carefully regulating development on hillsides and ridgelines protects the public safety and maintains the scenic beauty and character of the community. Formal review of residential development is essential to ensure that it is attractive and respects the surrounding neighborhood. The City has adopted, and periodically updates *Residential Design Review Guidelines*. These guidelines establish standards for residential development that protect public health, safety and general welfare by regulating development in sensitive environmental areas and by protecting natural features. Additional programs are included in this plan to protect scenic views and ensure that new development is compatible with the surrounding neighborhood.

The goals, policies and programs of this General Plan continue the community's tradition of working with developers and architects to create attractive residential neighborhoods.

Residential Land Uses

Low Density Single Family Residential: Designates areas suitable for single-family dwellings at densities up to 2.0 dwelling units per acre.

Medium Density Single Family Residential: Designates areas suitable for single-family dwellings at densities up to 6.0 dwelling units per acre.

Low Density Multifamily Residential: Designates areas suitable for single-family, duplex and multifamily dwellings at densities up to 17 dwelling units per acre.

High Density Multifamily Residential: Designates areas suitable for residential development at a density up to 35 dwelling units per acre.

- Goal LU-1 Protect the character and patterns of development of residential neighborhoods.**
- Policy LU-1.1 Scale: Development shall be compatible with the scale and pattern of existing neighborhoods.
- Program LU-1.1.1: Adopt new triggers for design review to ensure that the visual bulk of structures is compatible with the scale and physical setting of neighboring homes.
- Program LU-1.1.2: Adopt regulations to address the height, bulk, and scale of single-family development. Such regulations would apply to additions that substantially alter the existing appearance or size of a structure.
- Program LU-1.1.3: Establish a mechanism for adopting neighborhood development standards in order to ensure that new development is compatible with existing neighborhoods.
- Program LU-1.1.4: Enact a City subdivision ordinance that reflects local conditions and standards.
- Policy LU-1.2 Design: Development should respect the architectural character of the neighborhood.
- Program LU-1.2.1: Development shall be considered in context with nearby structures in the design review process.
- Policy LU-1.3 Privacy: Development shall respect the privacy of neighbors.
- Program LU-1.3.1: Review and update development regulations on privacy.
- Policy LU-1.4 Property Maintenance and Nuisance: Require that properties are well-maintained and nuisances are abated.
- Program LU-1.4.1: Fund a full time Code Enforcement Officer.
- Program LU-1.4.2: Consider adopting a property maintenance ordinance.
- Goal LU-2 Ensure that development respects the natural environment of Lafayette. Preserve the scenic quality of ridgelines, hills, creek areas, and trees.**
- Appropriate site planning provides for the preservation of visual and functional open space in conjunction with overall site development. Clustering buildings on a site allows development to occur on the most buildable portions of lots, minimizing grading for building sites and roads. Density remains the same as could be feasibly developed under the zoning regulations which apply to the property at the time an application is made.*
- Refer to the Open Space and Conservation Chapter for additional goals, policies and programs to preserve ridgelines, hills, creek areas and trees.*

- Policy LU-2.1 Density of Hillside Development: Land use densities should not adversely affect the significant natural features of hill areas.
- Program LU-2.1.1: Implement the slope/density regulations and limitations on slopes required by the Zoning Ordinance.
- Policy LU-2.2 Cluster Development: Preserve important visual and functional open space by requiring development to be clustered on the most buildable portions of lots, minimizing grading for building sites and roads.
- Program LU-2.2.1: Require design review for the development of sites in the hillside overlay area in order to provide greater environmental protection and open space preservation.
- Policy LU-2.3 Preservation of Views: Structures in the hillside overlay area shall be sited and designed to be substantially concealed when viewed from below from publicly owned property. The hillsides and ridgelines should appear essentially undeveloped, to the maximum extent feasible.
- Program LU-2.3.1: Require design review approval of all projects in the hillside overlay area as shown on Map III-1 *Hillside Overlay Area*. The approval body shall focus on retaining the natural features and character of hill areas.
- Goal LU-3: Encourage well-designed residential development.**
- Policy LU-3.1 Design: Development should be characterized by good functional design.
- Program LU-3.1.1: Require design review for residential development that exceeds established thresholds, is in the hillside overlay area, or raises privacy or neighborhood compatibility concerns.
- Program LU-3.1.2: Apply the City's *Residential Design Guidelines* to ensure quality design.
- Program LU-3.1.3: Periodically review, update and distribute the *Residential Design Guidelines*.
- Program LU-3.1.4: Prepare and distribute design guidelines for multi-family residential development.
- Goal LU-4: Ensure that the semi-rural character of the community is protected by appropriate infrastructure design.**
- Policy LU-4.1 Infrastructure Design: Public and private infrastructure should reinforce the semi-rural qualities of residential neighborhoods.
- Program LU-4.1.1: Minimize the installation of streetlights and sidewalks except where required for public safety.

Program LU-4.1.2: Require design review of infrastructure projects, including circulation, parks, government-sponsored projects, and telecommunications facilities.

Program LU-4.1.3: Design roads in hillside areas to be as unobtrusive as possible.

Program LU-4.1.4: Underground all utilities when feasible.

Goal LU-5: Preserve and enhance the open space, scenic viewsheds, and semi-rural qualities around the residential entryways to Lafayette.

Lafayette's Residential Entryways should be distinctive and attractive, establish a positive image of the community and reflect the semi-rural residential character of the community. These Residential Entryways include: Acalanes Road, Mt. Diablo Boulevard from Acalanes Road to Risa Road, El Nido Ranch Road, Glorietta Boulevard, Happy Valley Road, Moraga Road, Olympic Boulevard, Pleasant Hill Road, Reliez Valley Road, St. Mary's Road, and Taylor Boulevard. Refer to Map I-2.

Policy LU-5.1 Residential Entryways: Residential entryways to the City should be distinctive and attractive features of the City's landscape.

Program LU-5.1.1: Install aesthetically pleasing City identification signs at Acalanes Road, Happy Valley Road, Moraga Road, St. Mary's Road, Reliez Valley Road, Pleasant Hill Road, and Olympic Boulevard.

Program LU-5.1.2: Prepare a specific plan for the following entryways and establish appropriate design guidelines: Acalanes Road, Mt. Diablo Boulevard from Acalanes Road to Risa Road, and Pleasant Hill Road. Consider preserving the northwest corner of Pleasant Hill Road and Highway 24 in as natural a state as possible. These plans should seek to:

- 1) Incorporate design features that create a semi-rural atmosphere,
- 2) preserve prominent views by limiting the height of development, where necessary,
- 3) provide distinctive native landscaping, and
- 4) increase setbacks from the street.

Goal LU-6: Assure that the Land Use Map and other General Plan standards are applied consistent with applicable laws including the California and U.S. Constitutions.

Policy LU-6.1 Appropriate Density: Assure that areas formerly designated at a greater maximum number of dwelling units per acre that are now designated "Rural Residential" by the General Plan have the opportunity to seek a density consistent with the California and U.S. Constitutions.



Legend

Residential Entryways

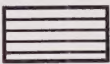
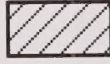
- | | |
|-----------------------------------|------------------------|
| 1. Happy Valley Road | 6. Saint Mary's Road |
| 2. El Nido Ranch Road | 7. Olympic Boulevard |
| 3. Acalanes Road & State Route 24 | 8. Pleasant Hill Road |
| 4. Acalanes Road | 9. Stanley Boulevard |
| 5. Moraga Road | 10. Taylor Boulevard |
| | 11. Reliez Valley Road |

Commercial Entryways

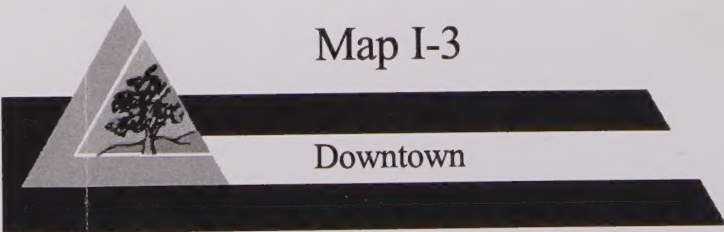
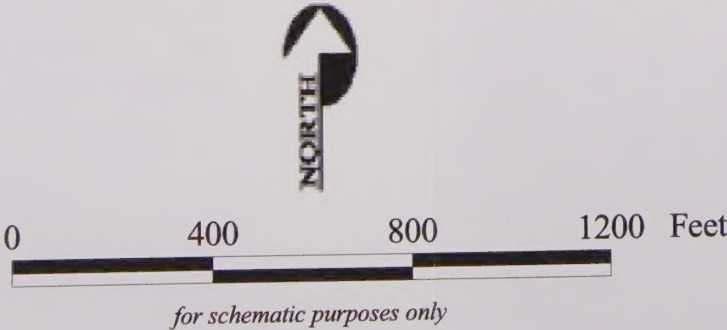
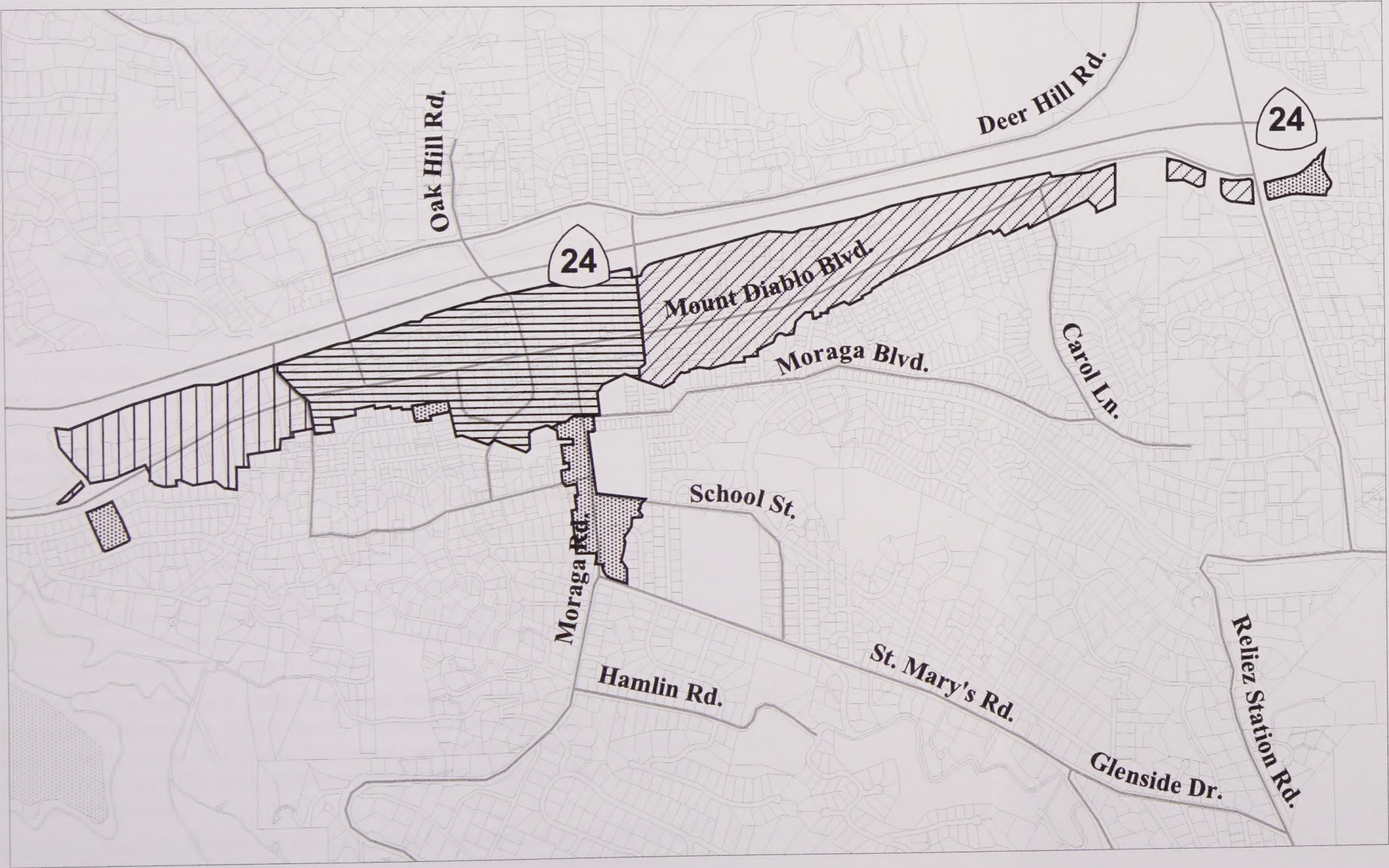
- A. Risa Road
- B. Lafayette BART Station
- C. Oak Hill Road
- D. Mount Diablo Boulevard

Source: City of Lafayette, 2002

Legend

-  Downtown Core
-  West End Commercial
-  East End Commercial
-  Administrative / Professional Office / Multifamily Residential

Source: City of Lafayette, 2002



Program LU-6.1.1 Adopt an administrative procedure that provides for a review of appropriate density at the request of persons owning property in areas designated “Rural Residential” and limited to a maximum density of 0.1 dwelling units per acre.

Program LU-6.1.2: Prior to redesignating any property to Rural Residential-5, a CEQA review will be required to determine if development of the property would result in additional site specific or cumulative impacts not assessed in the EIR prepared for the General Plan. All proposed redesignations shall comply with CEQA prior to approval.

COMMERCIAL LAND USES

Downtown Lafayette is the City’s commercial, civic and cultural center. The primary goal for the downtown is to establish a distinct, convenient, attractive, and safe commercial area that serves and complements the residential neighborhoods of the City, while enhancing its tax base.

Downtown Lafayette extends along the Mt. Diablo Boulevard corridor from Risa Road on the west to Pleasant Hill Road on the east. Three distinct areas comprise this commercial area as illustrated on Map I-3: *Downtown*: the Downtown Core, East End Commercial and West End Commercial. Commercial uses are confined to these areas.

Downtown Lafayette is characterized by one and two story buildings along Mt. Diablo Boulevard, with some taller buildings behind. They set the scale and illustrate what is desirable downtown. The City seeks to avoid tower-like buildings typical of larger cities that dwarf pedestrians, reduce visible sky, limit scenic views and produce long, wide shadows. The building height regulations for the commercial areas are intended to produce a Mt. Diablo Boulevard facade that is generally consistent with the roofline of existing buildings in the Downtown.

The Downtown Core is the City’s primary retail center and its most pedestrian-friendly commercial district. Recent public and private projects have enhanced the visual attractiveness of the core, taking advantage of quaint side-street areas, such as Lafayette Circle and Golden Gate Way, or accentuating pedestrian-only zones, such as Lafayette Plaza and the Town Center creek plaza. An assortment of successful retail establishments mark the Downtown Core as a vibrant place for shopping, dining and socializing.

The West End has witnessed a different growth pattern, where office buildings, restaurants and related services predominate. Multi-family residential buildings are also found here. Most uses are located directly along Mt. Diablo Boulevard, with little off-street development. Two major exceptions are the Oak Hill West office complex and the Hillside Inn, both setback to the north of Mt. Diablo Boulevard.

The East End is the least focused of the city’s three commercial areas, although it does serve as the City’s auto-oriented commercial corridor. Auto service establishments and drive-through restaurants are found here, with other retail, office and specialty services mixed in. Some of these uses – notably auto repair and heavy commercial such as lumber yards – have ebbed in recent years, as they have consolidated into larger, more regionally-centered locations. The City’s premier lodging facility – the Park Hotel – is found in the East End, as is the Lafayette Cemetery.

The main concepts underlying the policies for the downtown are:

- Establish a Downtown Core area along both sides of Mt. Diablo Boulevard bounded by Mountain View Drive, Highway 24 and First Street, as indicated in Map I-3 *Downtown*. The Downtown Core represents the focus for Lafayette's commercial and cultural life. The policies and programs of this chapter capitalize on the BART Station. They encourage a mixture of retail, office, commercial and residential uses to meet business, service, shopping and dining needs of the community and visitors alike. The Downtown Core should be a pedestrian-friendly and safe environment, both day and night, where residents of the downtown and the community at large can shop, eat and enjoy cultural events.
- Strengthen the West End Commercial Area by continuing the mix of office and office-related service activities. Restaurants, business services, office support activities, lodging and electronic-commerce related uses and improvements are emphasized. Multi-family residential use is also supported in this area.
- Improve the appearance and function of the East End Commercial Area by supporting the consolidation and redevelopment of under-performing properties. Identify design policies and improvement opportunities to upgrade the appearance of the corridor.
- Address the unique needs and functions of distinct commercial areas by establishing "character areas" with specific policies and programs for the Golden Gate Way, Brown Avenue, the Park Hotel, Plaza Way, the BART Block and Shield Block. The Downtown Core and surrounding commercial area should thrive as an integrated whole, each part supporting and encouraging the other.
- Continue to encourage multifamily residential uses downtown.
- Establish urban design guidelines to improve the appearance of future development downtown. The guidelines should address the location and design of buildings and parking areas, protection of scenic views, signage, landscaping, pedestrian access, public open space and related amenities.
- Provide additional public amenities Downtown, such as distinctive lighting, public parking, open space and pedestrian paths.
- Implement limited circulation changes to accommodate traffic on Mt. Diablo Boulevard and Moraga Road. *Refer to the Circulation Chapter for goals, policies and programs regarding circulation in the downtown.*
- Increase retail sales tax revenues by capturing a greater percentage of the regional market and by encouraging people to stop in Lafayette for shopping, personal services, and entertainment.
- Increase the property tax base through infrastructure improvements and renewed private and public investment Downtown.
- Preserve and enhance historic sites and structures.

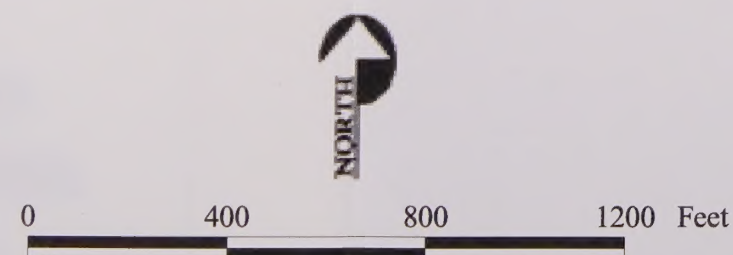
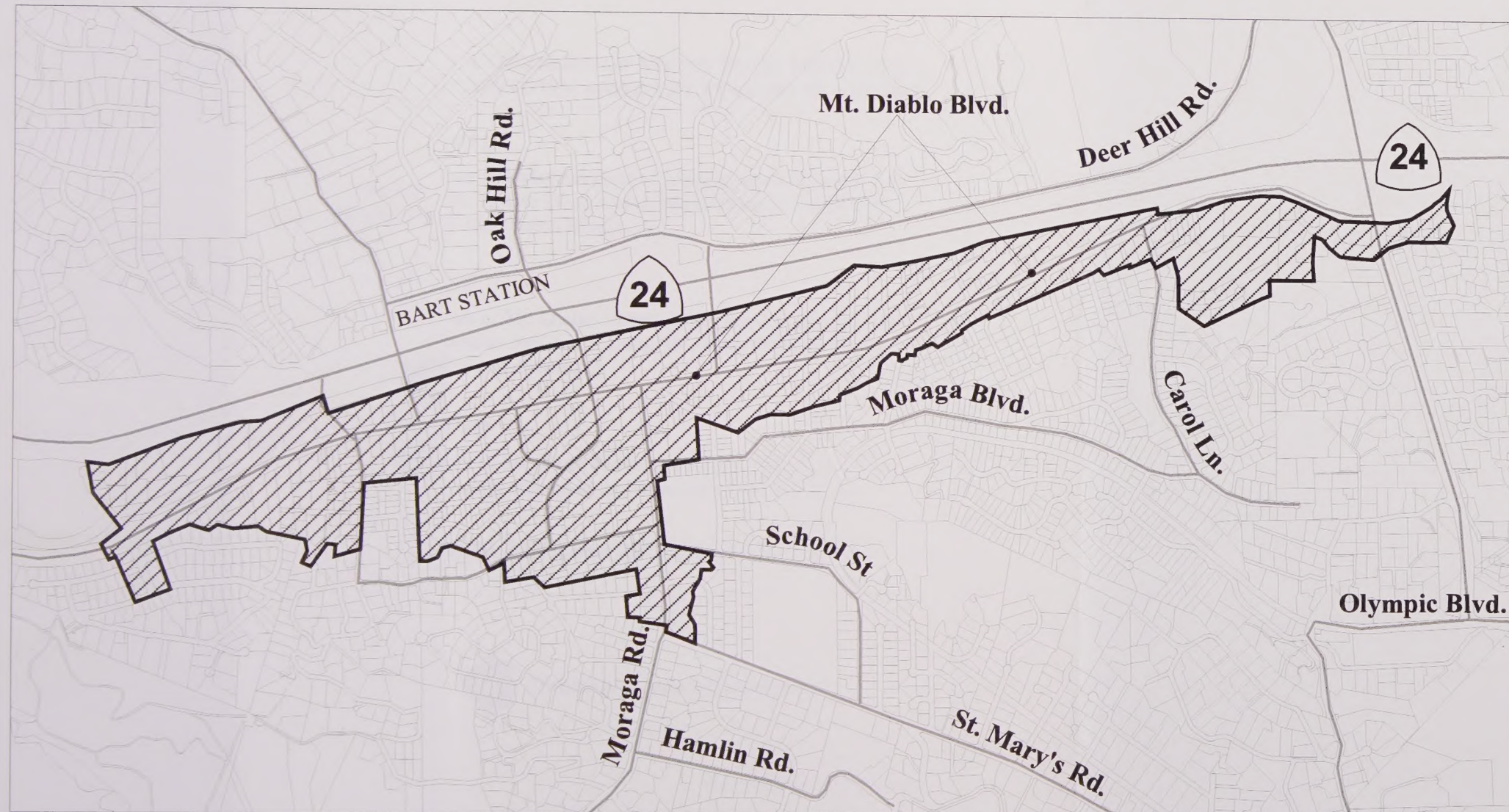
The City also adopted a Redevelopment Plan in 1995 covering approximately 294 acres in the City's commercial areas. The boundary of the Redevelopment Agency is indicated in Map I-4. The objectives of the Redevelopment Agency are to:

- Carry out improvements to enhance the appearance and function of the downtown.

Legend

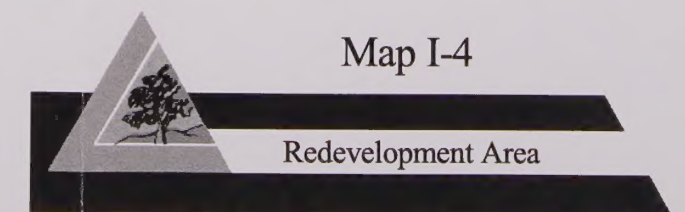
 Redevelopment Area

Source: City of Lafayette, 2002



for schematic purposes only

Map I-4



Redevelopment Area

City of Lafayette General Plan

Legend

This map is intended to provide an overview of the principal scenic views from public rights-of-way in Lafayette. It is not an exhaustive analysis of scenic view corridors. Site-specific analysis of scenic views may be required on a case-by-case basis to ensure the protection of scenic views in the community.

THREE CATEGORIES OF VIEWS TO BE PROTECTED FROM DOWNTOWN AND BART STATION PLATFORM

1. NORTH

Views of Lafayette Ridge (primarily from the south side of Mt. Diablo Blvd. and at intersections of side streets with Mt. Diablo Blvd.)

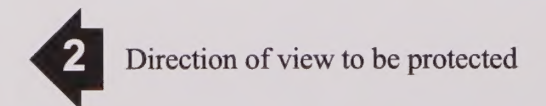
2. EAST

Views of Mt. Diablo (intermittent views of the mountain viewed as one drives along Mt. Diablo Blvd. in the eastbound direction.)

3. SOUTH

Views of Mt. View Ridge and ridges in Moraga (primarily viewed at the intersections of side streets)

4. NORTH, EAST, and SOUTH (at BART station)



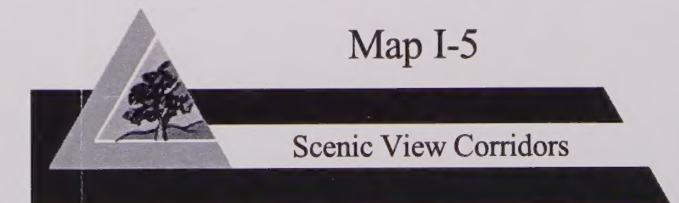
Source: City of Lafayette, 2002



0 400 800 1200 Feet

for schematic purposes only

Map I-5



City of Lafayette General Plan

- Improve the City's infrastructure, such as roads, storm drainage, lighting, parking, pedestrian paths and parks.
- Implement the City's housing policies.
- Improve the economic health of the City's commercial areas.

Commercial and Office Land Uses

Downtown Core: This designation is intended to accommodate a mix of uses in a pedestrian-friendly environment. The Downtown Core, the center of Lafayette, is a place where the community can shop, eat and enjoy cultural events. The height limit in the Downtown Core is 35 feet. Additional height, not to exceed 45 feet, may be permitted in certain designated areas between Mt. Diablo Boulevard and Highway 24. The maximum density for multi-family residential uses is 35 units per acre.

West End Commercial: This designation is intended to accommodate primarily office and other uses that complement the adjacent Downtown Core. The height limit in the West End Commercial designation is of 35 feet. The maximum density for multi-family residential uses is 35 units per acre.

East End Commercial: Presently, this area contains a mix of uses: retail, auto-oriented commercial, hotel and offices. Because the area lacks a clear identity or focus, a long-range vision and plan are proposed to improve the look and performance of this area within the City's overall commercial sector. The height limit is 35 feet. The maximum density for multi-family residential uses is 35 units per acre.

Administrative/Professional Office/Multifamily Residential: This designation provides for a mixture of professional office and multifamily residential uses adjacent to Downtown that are close to public transit, shopping, and public facilities. The height limit in the Multifamily Residential/Office designation is 35 feet. The maximum density for multi-family residential uses is 35 units per acre. The maximum floor area ratio (FAR) for commercial uses shall not exceed 0.4.

OTHER LAND USES

Public Utilities: This designation includes public utility facilities, transformer stations, transportation facilities, water treatment plants and related easements. The maximum floor area ratio (FAR) shall not exceed .25.

Community Facilities and Civic Uses: This designation includes public buildings and facilities including public libraries, City offices, fire and police stations, schools, religious institutions, and community recreation facilities. The maximum floor area ratio (FAR) shall not exceed .75.

Eastern Deer Hill Road Specific Planning Area: This designation includes two zones: (1) north of Deer Hill Road where not adjacent to Pleasant Hill Road is Rural Residential (up to 0.1 du/acre) and Single Family Residential (up to 2 du/acre); and (2) adjacent to Pleasant Hill Road, and south of Deer Hill Road is Administrative Professional Office (0.4 FAR, residential up to 35 du/acre).

Goal LU-7 Encourage Downtown development which is attractive and enhances Lafayette's community identity and small town character.

- Policy LU-7.1 Design: Ensure that site planning, architecture, color, materials and landscaping contribute to the community identity and small town character.
- Program LU-7.1.1: Require design review approval of commercial development proposals to ensure high-quality, cohesive, and compatible building and site design.
- Program LU-7.1.2: Develop and maintain *Commercial Design Guidelines*.
- Program LU-7.1.3: Encourage cooperation among business and property owners in parking lot design to minimize driveways, optimize parking, and facilitate more integrated site planning.
- Program LU-7.1.4: Provide accessible open space in commercial development.
- Program LU-7.1.5: Provide pedestrian amenities such as benches, bike racks, public art.
- Policy LU-7.2 Lighting: Use lighting to develop a sense of security and enhance architecture. Lighting should not overpower the surrounding environment.
- Program LU-7.2.1: Establish lighting design guidelines as part of the *Commercial Design Guidelines*.
- Policy LU-7.3 Public Spaces: Enhance the appearance of the downtown with well-designed public spaces.
- Program LU-7.3.1: Implement the *Downtown Street Improvement Master Plan*.
- Program LU-7.3.2: Include in the City's Capital Improvement Program an implementation schedule for the *Downtown Street Improvement Master Plan*.
- Policy LU-7.4 Signs: Ensure that signs contribute to the attractiveness of downtown.
- Program LU-7.4.1: Implement and enforce the regulations, restrictions and criteria set forth in the Sign Ordinance for private signs.
- Program LU-7.4.2: Develop and implement an integrated sign program for public signs in the Downtown.
- Policy LU-7.5 Commercial Entryways: Commercial entryways to the City should be distinctive and attractive and should convey a positive image of the community.
- Entryways are the visual doorways to the community. They make a powerful impression on residents and visitors alike. The commercial entryways are at the city's central freeway off-ramps at Oak Hill Road and First Street, the Lafayette BART station and the east end of Mt. Diablo Boulevard. Map I-2*

Entryways shows the location of Lafayette's entryways. They should be distinctive and attractive, establishing a positive image of the community.

Program LU-7.5.1: Establish and implement entryway designs which convey the qualities of the community.

Policy LU-7.6 Creek Restoration: Preserve and reclaim the creeks in the downtown area; Happy Valley Creek as a primary visual corridor from the BART Station to Mt. Diablo Boulevard, and Lafayette Creek as a local visual corridor, south of Golden Gate Way.

Policy LU-7.7 Scenic Views: Preserve scenic views of Mt. Diablo and hillsides from Downtown Lafayette.

While it is not possible to entirely prevent some blockage of scenic views downtown, it is important to preserve intermittent views of the surrounding hillsides and ridges from Mt. Diablo Boulevard. Scenic views can be preserved by maintaining a variety of building heights, providing open view corridors between buildings, and utilizing setbacks and building height limits.

Program LU-7.7.1: Utilize Map I-5: *Scenic View Corridors* as a guide to protecting and enhancing scenic views in the development process.

Program LU-7.7.2: The impact on view corridors shall be carefully evaluated when reviewing development proposals for buildings and signs.

Goal LU-8 Enhance commercial vitality and encourage a variety of businesses Downtown.

Policy LU 8.1 Commercial Uses: Permit a range of retail and commercial uses Downtown, while distinguishing between appropriate land uses for the Downtown Core and the East End and West End Commercial areas.

Program LU-8.1.1: Consider revisions to the zoning regulations or creation of specific plans to permit a wider range of retail, commercial and office uses in the West End Commercial and East End Commercial land use designations.

Program LU-8.1.2: Combine the SRB and the RB zoning districts.

Policy LU-8.2 Parking Facilities: Seek to increase the availability of off-street parking throughout the downtown.

Parking facilities occupy a significant proportion of the city's commercial areas. The economic vitality of the Downtown depends on having well located, off-street public parking facilities.

Parking often uses 40 percent or more of the ground floor area in commercial districts. Parking facilities should not dominate the landscape Downtown, but should be unobtrusive and blend with the surrounding buildings. Design guidelines can reduce the visual impact and improve the effectiveness of parking facilities.

Program LU-8.2.1: Encourage shared parking, parking lot consolidation, and common driveways and access ways.

Program LU-8.2.2: Encourage public/private partnerships to provide public parking throughout the downtown.

Program LU-8.2.3: Encourage the establishment of parking assessment districts in the Downtown.

Policy LU-8.3 Mixed Uses: Support mixed-use developments in the Downtown that do not conflict with the primarily retail focus of this area.

Program LU-8.3.1: Develop incentives to promote retention and development of residential units in buildings Downtown.

Program LU-8.3.2: Develop additional findings relating to noise, privacy, light and glare for new commercial development near existing residential units to make sure that the quality of life for residents is maintained.

Refer to the Housing Chapter for policies and programs, which ensure that existing residences are not converted to non-residential uses in commercial areas.

Goal LU-9 Maintain the Downtown as a convenient and safe commercial area, which enhances the tax base and serves the shopping and business needs of the local region.

Policy LU-9.1 Benefit the Local Economy: Encourage commercial, retail, mixed use, and office development which benefits the local economy, generates employment for Lafayette residents, and provides goods and services needed by the community.

Policy LU-9.2 Redevelopment Agency: Use the City's Redevelopment Plan to attain General Plan goals and policies.

Program LU-9.2.1: Implement the *Redevelopment Plan*.

Policy LU-9.3 Community Involvement: Encourage Lafayette residents and business people to participate in implementation of the Redevelopment Plan.

Program LU 9.3.1: Facilitate community participation in the evaluation and prioritization of redevelopment projects and in the monitoring of their implementation.

Policy LU-9.4 Rehabilitate Commercial Buildings: Rehabilitate and retrofit existing commercial buildings to meet current market needs and building code requirements.

Program LU-9.4.1: Consider implementing an "adaptive reuse" grant and loan program for the rehabilitation and retrofit of existing commercial structures to meet contemporary market needs and the goals and policies of the General Plan.

Redevelopment funds could be used to finance such a program. A combination of low-interest loans and grants could be made available for this purpose.

Policy LU-9.5 Economic Vitality: Protect and enhance the economic vitality of Lafayette's commercial areas.

Program LU-9.5.1: Work with the Lafayette Chamber of Commerce and local businesses to determine the level of interest in establishing a Business Improvement District that would provide funding for a variety of improvements to benefit Downtown businesses.

Goal LU-10 Downtown Core: Encourage a concentration of pedestrian friendly retail uses and improve the appearance and identity of the Downtown Core.

The Downtown Core is the “heart” of the community; a pedestrian friendly and safe environment where the community can shop, eat and enjoy cultural events. It is also the historic center of Lafayette. This central business district consists of attractive, well-constructed buildings offering desired services and retail outlets in a convenient and safe environment for pedestrian shoppers. Adequate public parking, both on- and off-street, is provided, relieving the parking burden placed on individual property owners. The scale and feel of the core is that of the traditional small town “Main Street”.

The Core area provides a wide variety of retail and personal services establishments at a scale that is attractive to the pedestrian shopper. Residential uses are not permitted on the ground floor of buildings along Mt. Diablo Boulevard. Office uses on the ground floor of buildings along Mt. Diablo Boulevard are strongly discouraged where such uses might adversely impact the pedestrian activity and retail character desired in the Downtown Core. Examples of permitted uses are clothing stores, gourmet food shops, stationers, galleries, restaurants, and civic and cultural uses.

Policy LU-10.1 Downtown Core Amenities: Downtown Core amenities shall have a distinctive appearance and shall be pedestrian-friendly.

Program LU-10.1.1: Implement the “Small Town Downtown” program which is designed to enhance the small town character of the downtown.

Program LU-10.1.2: Actively pursue funding to implement the *Downtown Street Improvement Master Plan*. Funding sources could include grants, redevelopment funds, and a business assessment district.

Policy LU-10.2 Building Height: Regulate building height in the Downtown Core to preserve its scale and identity.

Program LU-10.2.1: Prepare a specific plan to identify areas where structures would be allowed up to 45 feet in height between Mt. Diablo Boulevard and Highway 24. Such a plan would establish findings such as the following.

The design:

- *demonstrates exceptional design;*
- *is compatible with adjacent properties;*
- *is sensitive to the residential areas surrounding the Downtown;*
- *does not block identified viewsheds;*
- *enhances the creek area, as applicable; and*
- *constitutes a substantial public benefit to the community.*

Policy LU-10.3 Building Frontage: Site planning in the Downtown Core fosters a pedestrian friendly environment through zero or reduced front setbacks and access to the rear through alleyways, paseos, small plazas.

Program LU-10.3.1: Consider revisions to the Zoning Ordinance requiring the siting of buildings in the Downtown Core to be adjacent to the sidewalk with parking at the rear or side.

Policy LU-10.4 Ground-Floor Uses: Provide a pedestrian-friendly retail environment through the exclusive use of retail on the ground floor.

Program LU-10.4.1: Continue the Zoning Ordinance provisions to preserve the ground floor of buildings fronting Mt. Diablo Boulevard for pedestrian-oriented retail and other related commercial uses.

The Downtown Core should be the location for commercial, retail and multifamily residential uses, preferably developed with a mix of uses on a given site. Ground floor space fronting arterials such as Mt. Diablo Boulevard should be kept in retail uses to encourage a lively, interesting and pedestrian-friendly atmosphere. Such retail uses would include specialty retail stores and restaurants, rather than office or residential uses.

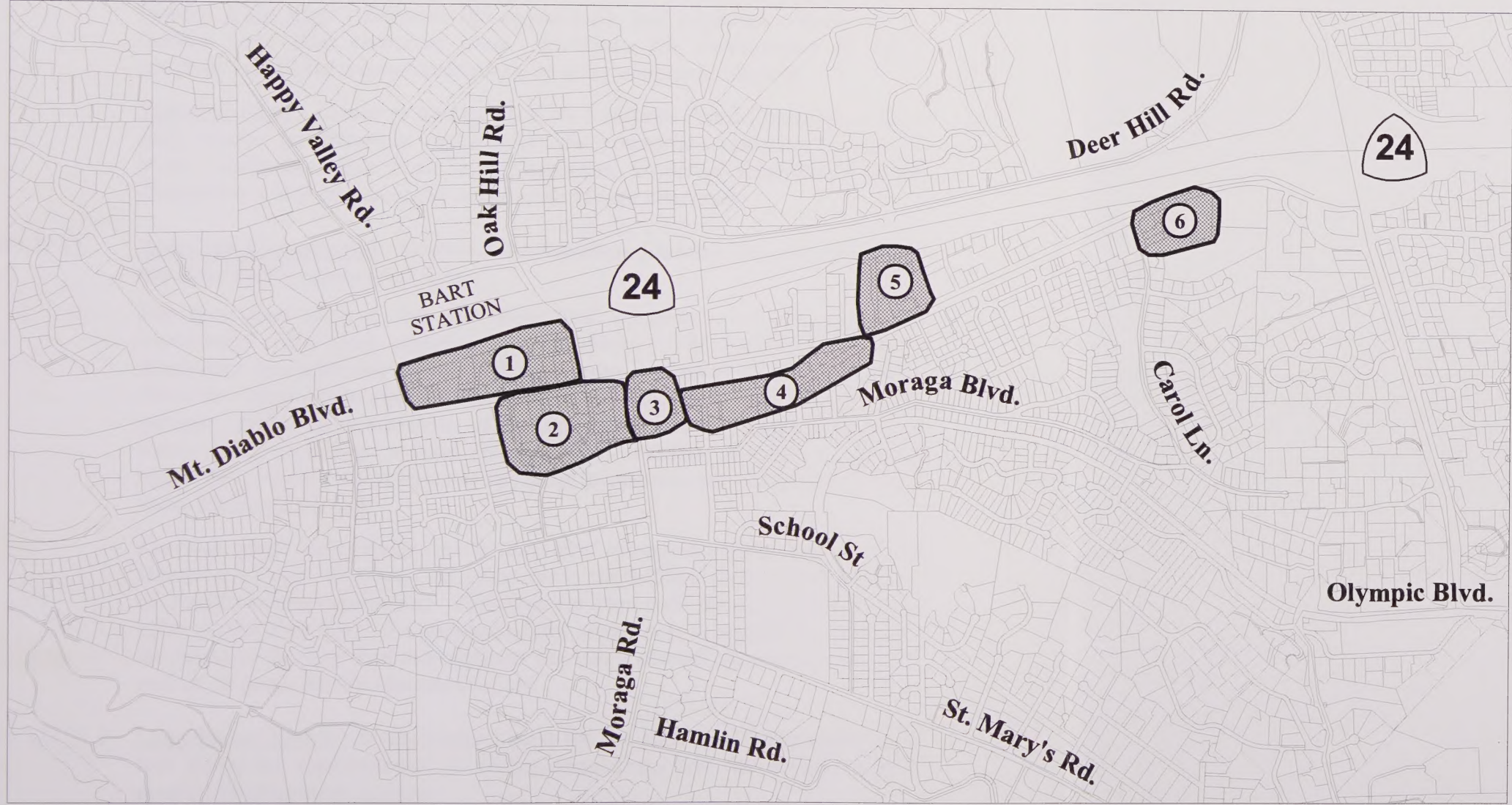
Policy LU-10.5 Character Areas: Preserve "character areas" within the Downtown Core, such as the BART Block, Shield Block/La Fiesta Square, Lafayette Plaza and Golden Gate Way .

Refer to Map I-6: Character Areas.

Program LU-10.5.1: Continue to implement and update specific plans for character areas.

BART Block: *The General Plan recognizes the BART Block (bounded by Mt. Diablo Boulevard, Happy Valley Road, Highway 24, and Oak Hill Road) as a focal point of the downtown retail commercial area. Development in the BART Block that strengthens this recognition of retail shopping orientation should continue to be encouraged. Establish and maintain strong and recognizable pedestrian connections between the BART Station and Mt. Diablo Boulevard.*

Shield Block/La Fiesta Square: *The Shield Block/La Fiesta Square area is generally bounded by Mt. Diablo Boulevard, Moraga Road, the rear lot lines of the western leg of Lafayette Circle and Lafayette Creek. It contains natural*



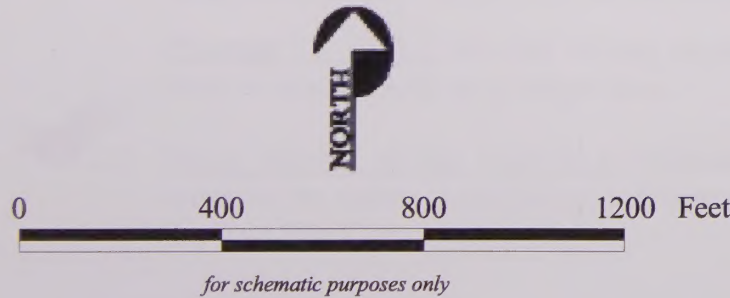
Legend



CHARACTER AREAS

- ① BART Block
- ② Shield Block / La Fiesta
- ③ Lafayette Plaza / Plaza Way
- ④ Golden Gate Way
- ⑤ Brown Avenue
- ⑥ Hotel Block

Source: City of Lafayette, 2002



Program LU-11.2.1: Consider modifying Mt. Diablo Boulevard between Carol Lane to Pleasant Hill Road to control traffic speeds, provide additional public parking and to facilitate bicycle and pedestrian circulation.

Program LU-11.2.2: Enhance the aesthetic quality and design of the streetscape by providing landscaped medians or planting strips with trees, specialty lighting fixtures, sign and other design features which mitigate the adverse aesthetic impact associated with a wide street design.

Policy LU-11.3 Residential Uses: Preserve the existing multi-family residential uses in this area, where practicable.

See the Housing Chapter for additional goals and policies on the preservation of residential uses in the Downtown Core Area.

Goal LU-12 **West End Commercial:** Strengthen the West End Commercial area as an office commercial district with related support services.

The West End Commercial district, between Risa Road and Mountain View Drive, contains a variety of businesses, retail uses, apartments and offices that are of a use or scale that may not be appropriate in the Core yet are essential to the City's economy and serve both community and regional needs. The West End has an office population that can support personal services and restaurants. Additional office use is encouraged as well. While several new office buildings have been developed over the last 20 years, there are still parcels which may be redeveloped. Residential units should be preserved, where practicable.

Policy LU-12.1 Office Uses: Continue to encourage office uses that are well designed. Ensure that commercial uses remain compatible with nearby residential uses.

Policy LU-12.2 Residential Uses: Allow multi-family residential uses in this area, where practicable.

DEER HILL ROAD CORRIDOR

Deer Hill Road, a major arterial in Lafayette, runs parallel to Hwy 24 from Pleasant Hill Road to Happy Valley Road. As stated in the Circulation Element, the primary traffic generator along this arterial is the BART station and its attendant parking lots. Both the freeway and Deer Hill Road serve as dividing lines between the Downtown to the south and the semi rural single-family residential neighborhoods to the north. The development allowed under current zoning along the Deer Hill Road corridor must be consistent with Lafayette's semi rural community identity.

Eastern Deer Hill Road (from Elizabeth Street east to Pleasant Hill Road)

This area, particularly the triangular shaped parcel south of Deer Hill Road, is the most significant undeveloped property in the community because of its high visibility, its location as an entryway to the community, and its proximity to major thoroughfares as well as regional open space. For these reasons, any development that occurs should be consistent with the semi-rural character of the community. This area deserves a careful and detailed analysis of all the opportunities and constraints that will form the basis of future land use decisions. It is therefore

recommended that a specific plan be prepared for this area immediately following the adoption of the General Plan. (See Map I-1)

Goal LU-13: **Ensure that the Eastern Deer Hill Road area near the intersection of Pleasant Hill Road is developed, where development is appropriate, in a manner consistent with Lafayette's community identity.**

Policy LU-13.1 Preserve and enhance the semi rural single-family residential character north of Deer Hill Road where not adjacent to Pleasant Hill Road.

Policy LU-13.2 Consider options for development south of Deer Hill Road and north of Deer Hill Road where adjacent to Pleasant Hill Road.

Program LU-13.2.2: Prepare through a community planning process an Eastern Deer Hill Road Specific Plan that includes the following requirements:

- a) Protect and enhance the rural character of the area north of Deer Hill Road where not adjacent to Pleasant Hill Road.
- b) Preserve prominent views.
- c) Include development standards that maintain the semi-rural character of the area and the community.
- d) Utilize the property south of Deer Hill Road to help communicate the image of Lafayette as a semi-rural community.

Remainder of Deer Hill Road Corridor (from Elizabeth Street west to Happy Valley Road)

Due to the proximity to the Downtown and the BART station, this section of Deer Hill Road and the single-family neighborhood that lies north of Deer Hill Road are constantly faced with development pressures to utilize the infill areas more intensively than currently planned or zoned. It is specific intent of the community to restrict commercial and multifamily uses to the south side of the freeway, which in this area is the terminus of the Downtown to the south, in order to protect the single-family residential neighborhoods that lie north of the freeway.

Goal LU 14: **Protect the single-family residential neighborhoods north of Hwy 24 from commercial and multi family development.**

Policy LU-14.1 Continue to maintain the freeway as the dividing line separating the Downtown from the semi rural, single-family residential areas to the north.

Program LU-14.1.1 Consistent with the community's identity, allow only those uses on Deer Hill Road that are permitted by right, or with a use permit, in the single-family residential zoning districts.

PUBLIC FACILITIES

Public facilities such as the roadway system, storm drain and flood control facilities, and telecommunications equipment are integral parts of the City's infrastructure, which may pose a significant visual impact. Public facilities should be designed to be unobtrusive and blend harmoniously with their surroundings. They should be constructed with generous amount of

landscaping and screening. Appropriate locations for such facilities should be identified in plans, which are reviewed by the Design Review Commission.

Goal LU-15 Construct capital improvement projects in a manner harmonious with the character of surrounding areas.

Policy LU-15.1 Review Capital and Public Improvements: Review capital and public improvements to ensure that they are designed and built in a manner sensitive to the surrounding area.

Program LU-15.1.1: Establish a formal procedure to ensure that capital improvements are reviewed for their impacts on surrounding areas.

Program LU-15.1.2: Include the following requirements in design review guidelines for residential, commercial, and public improvements:

- a) criteria for evaluating the visual and aesthetic impacts of capital improvements and the City's Capital Improvement Plan (CIP); and
- b) require capital improvement projects to protect landforms and provide adequate landscaping to mitigate the visual impacts on surrounding areas;
- c) retain significant plants and trees and the natural landscape to the maximum feasible extent;
- d) locate structures, such as retaining walls, light fixtures and utility facilities to preserve visual quality along the roadway.

Policy LU-15.2 Inter-Agency Coordination: Work with agencies who carry out capital improvements in the City to ensure that they are aware of, and comply with, the city's aesthetic standards and review procedures.

Goal LU-16 Ensure that public utilities and telecommunications facilities are constructed in a visually unobtrusive manner.

Policy LU-16.1 Overhead Power Lines: Require the installation of underground utility lines wherever feasible. Underground existing utility lines as funding becomes available.

Program LU-16.1.1: Continue to require developers to underground utility lines on building sites.

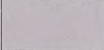
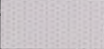
Program LU-16.1.2: Continue to pursue funding sources to underground existing utilities along Mt. Diablo Boulevard, Moraga Road, St. Mary's Road and other arterials and collectors.

Policy LU-16.2 Telecommunications Equipment: Ensure that telecommunications antennae and equipment are sited and constructed to be harmonious with the surrounding area with minimal visual impacts.

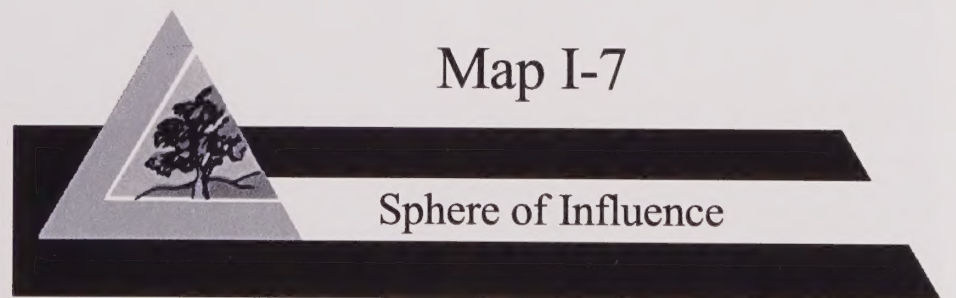
Program LU-16.2.1: Continue to enforce, and revise as needed, performance criteria in the Zoning Ordinance regarding the location and design of



Legend

-  Sphere of Influence
-  Greenhills Subdivision
-  Saranap Area
-  City Limits
-  Reservoir

Map I-7



City of Lafayette General Plan

telecommunications facilities, antennae, equipment, satellite dishes, and signage to minimize their visual impacts. Require that telecommunications equipment and facilities do not encroach on scenic viewsheds.

SPHERE OF INFLUENCE

State law provides for the establishment of Spheres of Influence to indicate the area that may be annexed to a City and for which urban services could be provided if they are available. Spheres of Influence ensure that urban development takes place in an orderly manner, and that conservation and development policies are recognized in areas that may eventually be a part of a city.

The Sphere of Influence boundary is functionally related to the conservation and development goals of the City. Policies regarding sphere of influence extensions and annexations are included to ensure that future development occurs in a fiscally sound manner and that “leapfrog development” does not occur.

Goal LU 17 Establish and maintain clear limits to the future growth of Lafayette.

Policy LU-17.1 Boundaries of the Sphere of Influence: Maintain Lafayette’s Sphere of Influence boundaries as shown on Map I-7.

Policy LU-17.2 Demonstrate Net Benefit Prior to Annexation: Approve annexations only after determining that a net benefit to the City and other districts will result. Consider the costs of providing public services, improvements and possible liabilities for at least a five year period including transportation, police, fire, parks, sewage treatment and disposal, water, flood control, and schools.

Program LU-17.2.1: Require that annexations meet all of the following criteria:

- a) Areas to be annexed must be able to be served by existing City services or by services provided by other districts or agencies, or by environmentally and economically feasible extensions to these services, to be paid for by the proposed area of annexation. Findings to support annexations must be made indicating that infrastructure to support the area is available including transportation, water, fire, waste water treatment, schools, and other necessary public services and facilities.
- c) A specific development plan, including maps and text, must be prepared for the proposed annexation, showing how the proposed development contributes to the attainment of General Plan goals and policies.
- d) The proposed development must be consistent with the proper land use designation and meet all other requirements of the General Plan.

Program LU-17.2.2: Require a fiscal impact analysis of the proposed annexation at the applicant's cost, if deemed appropriate. The fiscal impact analysis shall take a minimum five year perspective.

Policy LU-17.3 Annexations to Sanitary District: Consider, on a case-by-case basis, supporting the connection of existing structures both within and outside City limits, but within the Sphere of Influence to the Contra Costa Sanitary District, if the City determines it necessary for the public health and safety.

Policy LU-17.4 Coordination with the County: Coordinate with Contra Costa County to develop comprehensive land use policies for the Sphere of Influence.

Program LU-17.4.1: Request that Contra Costa County and other applicable agencies refer all projects that are proposed within the Lafayette Sphere of Influence to the City for review and comment prior to taking action.

Program LU-17.4.2: Request that Contra Costa County adopt land use policies consistent with the Lafayette General Plan within the Sphere of Influence.

INTERJURISDICTIONAL COORDINATION

Development review and environmental protection in Lafayette involve various agencies in addition to the City of Lafayette. These include Contra Costa County, the Contra Costa Transportation Authority (CCTA), the Association of Bay Area Governments (ABAG), the Metropolitan Transportation Commission (MTC), the Bay Area Regional Water Quality District, the Bay Area Air Quality Management District, the East Bay Regional Parks District, the East Bay Municipal Utilities District (EBMUD), Contra Costa County Transit Agency (CCCTA), Contra Costa Sanitary District, Central Contra Costa Solid Waste District, and other special service districts. Planning among jurisdictions is often necessary to avoid land use conflicts and to address the allocation of public services.

Goal LU-18 Coordinate with other jurisdictions to protect and restore environmental resources and to provide public services.

Policy LU-18.1 Interjurisdictional Participation: Participate in interjurisdictional planning.

Program LU-18.1.1: Consider the regional implications of land use decisions when reviewing development proposals and revisions to the Zoning Ordinance or the General Plan.

Program LU-18.1.2: Work with other public entities to ensure that development in their jurisdictions does not adversely impact Lafayette's ability to achieve its General Plan goals.

Policy LU-18.2 Coordination of Public Services: Coordinate water supply, flood control, wastewater and solid waste disposal, soil conservation, and open space preservation with other jurisdictions to create the greatest public benefit and the least degree of environmental impact.

Program LU-18.2.1: Periodically review level of service standards with the districts providing water supply, flood control, wastewater and solid waste disposal, soil conservation, and open space preservation.

Refer to the Growth Management and Infrastructure Section for a discussion of levels of service for public services.

Program LU-18.2.2: Monitor growth and infrastructure capacity through project review under CEQA and through coordination with provider agencies.

Program LU-18.2.3: Consider infrastructure and service capacity when reviewing development proposals.

Policy LU-18.3 Regional Transportation Efforts. Participate in regional transportation planning efforts.

Refer to the Circulation Chapter for policies and programs related to the City's participation in regional transportation planning. Refer to the Growth Management and Infrastructure section regarding specific policies and programs of the Growth Management Plan.

GROWTH MANAGEMENT AND INFRASTRUCTURE

The goals, policies and programs in this section are consistent with the requirements of the Contra Costa Transportation Improvement and Growth Management Program ("Measure C"), approved by Contra Costa County voters in 1988 and with Government Code §65303.

Growth management is a mechanism that allows for an acceptable rate of growth which can be supported by the City's infrastructure and does not diminish the community's quality of life and identity. This General Plan establishes policies and standards for traffic levels of service and performance standards for fire, police, parks, sanitary facilities, water and flood control in order to implement a comprehensive long-range method of matching the demand for public facilities generated by new development with plans, capital improvements and development mitigation programs.

Lafayette has several constraints to meeting these standards. The most significant constraint is the large volumes of through-traffic on Lafayette's streets, especially Mt. Diablo Boulevard, Moraga Road, and Pleasant Hill Road north of Highway 24. Another significant constraint is that the City provides a limited range of services. Lafayette depends on separate jurisdictions for most of its essential services including: potable water supply from the East Bay Municipal Utility District; wastewater treatment from the Contra Costa County Sanitary District; and fire protection from the Contra Costa County Fire Protection District. The City contracts with the Contra Costa County Sheriff's office for police services. The City maintains ongoing communication with provider agencies for all services.

This section establishes the goals, policies and programs needed to support the land uses identified in this General Plan. The *Safety Chapter* contains goals, policies and programs dealing with fire and police protection and emergency services.

See Chapter VIII Growth Management for a complete compilation of goals, policies and programs relating to growth management from this and other chapters.

Goal LU-19 Maintain the existing infrastructure essential to the public health and safety of the community.

Policy LU-19.1 Capital Improvement Program: Maintain and update the five-year Capital Improvement Program (CIP).

Program LU-19.1.1: Implement the five-year Capital Improvement Program.

Program LU-19.1.2: Conduct Planning Commission review of CIP annually to ensure consistency with the General Plan.

Program LU-19.1.3: Continue the practice of including in the CIP a multi-year budget for projects including specific pavement management projects, an annual allowance for discretionary projects, and a fund for emergencies.

Program LU-19.1.4: Evaluate projects for the CIP using the following criteria: compliance with the General Plan; potential threat to health and safety; financial liability; protection of investment; cost of future maintenance; and visual impacts on the surrounding area. Other criteria may be added as needed to prioritize projects.

Program LU-19.1.5: Coordinate the timing of City capital improvement projects and those of other agencies (e.g. CalTrans, the East Bay Municipal Utility District, the Central Contra Costa Sanitary District, and the Contra Costa County Fire Protection District) to optimize resources and minimize the impacts on residents.

Program: LU-19.1.6: Plan for adequate staff to implement the program.

Policy LU-19.2 Finance Capital Improvements: Provide public facilities to meet the needs generated by new development within Lafayette through continued planning and budgeting for public facilities and coordination with other agencies for public services the City does not provide.

Program LU-19.2.1: Evaluate the operating and maintenance costs of infrastructure improvements needed to support development.

Program LU-19.2.2: Provide information on development applications to other service-providing agencies, to enable them to assess the appropriate fair share impact fees. Request that the County require proof of payment of these fees before issuing a building permit.

Program LU-19.2.3: Implement the City's pavement management program to maintain Lafayette's roadways.

Program LU-19.2.4: Require new developments to pay their "fair share" of capital improvements and the cost of public services to maintain adequate levels of service. New development that creates incremental demand that exceeds the capacity of existing infrastructure shall be considered only through the development agreement process.

Program LU-19.2.5: Maintain development and mitigation fees at a level adequate to finance infrastructure costs. Periodically review the City's fee structure to determine that it accurately reflects the actual cost of providing services, and recommend the appropriate revisions to the City Council.

Adequate public facilities and services should be provided for new development, either through a development agreement or payment of a "fair

share" of providing such facilities. In order to make reasonable provision for new facilities, the City of Lafayette shall establish public facility impact fees in cooperation with applicable districts. Impact fees may vary by location, according to the cost of improvements needed in the vicinity and the proportional share of the cost to be applied to the development.

Such fees will be established consistent with State law to implement the goals and policies of the General Plan, and may include charges for drainage improvements, traffic and roadway improvements and other capital improvements such as parks, trails and public facilities.

Goal LU-20 Match the demand for public facilities and infrastructure generated by new development with the capacity of existing facilities, capital improvement programs and development mitigation programs.²

Policy LU-20.1 Traffic Service Standards: Consider the level of service (LOS) goals and standards set forth in the *Circulation Chapter* when evaluating development proposals.

Refer to the Circulation Chapter for policies and programs regarding traffic LOS standards, goals, and mitigation programs consistent with the requirements of "Measure C".

Policy LU-20.2 Schools: Coordinate planning with the Lafayette School District and the Acalanes Union High School District so that Lafayette's school-aged children are well-served by the school system.

Program LU-20.2.1: Maintain close communications with the school district on development review and land use issues.

Program LU-20.2.2: To the degree allowed by State law, the City will require up to the maximum mitigation allowable for new development if the Districts can show in writing that developer mitigation fees are insufficient to provide adequate school housing and facilities.

Policy LU-20.3 Child and Family Day Care: Work with public and private day care providers to provide programs for child care and family day care.

Program LU-20.3.1: Revise the Zoning Ordinance to permit childcare facilities, subject to a conditional use permit with findings that address issues such as neighborhood compatibility, traffic, safety, and noise, as allowed by State law.

Policy LU-20.4 Fire: Review all development projects for their impacts on standards for fire service specified in the General Plan: fire stations three miles apart in urban areas, six miles apart in rural areas, with a five-minute response time. Require

² These programs form part of the Growth Management Program.

fair share payments and/or mitigation measures to ensure that these standards or their equivalent are maintained.

Program LU-20.4.1: Work with the Contra Costa County Fire Protection District to improve fire prevention and protection services.

Program LU-20.4.2: Encourage the Contra Costa County Fire Protection District, including paramedic services, to improve its response time and fireflow for Lafayette, particularly in the urban/wildland fire interface zones.

Refer to the Safety Chapter for additional policies and programs on Fire Services.

Program LU-20.4.3: Consider alternatives and efficiency measures to the public safety delivery system so that response times meet service level standards.

Policy LU-20.5 Police: Strive to maintain a three-minute response time for all life-threatening calls and those involving criminal misconduct.

Program LU-20.5.1: Consider alternatives and efficiency measures to ensure adequate police service.

Program LU-20.5.2: Review all development proposals for their impacts on ability to achieve standards for police service specified in the General Plan and require fair share payments and/or mitigation measures to ensure that these standards or their equivalent are maintained.

Policy LU-20.6 Sewage Treatment and Disposal: Coordinate planning with the Central Contra Costa Sanitary District for the continued availability of adequate sewage collection, treatment, and disposal facilities to meet the needs of future development. The standard for review shall be the capability to transport and treat residential and non-residential waste, as indicated by the Central Contra Costa Sanitary District.

Policy LU-20.7 Water: Coordinate planning with the East Bay Municipal Utility District (EBMUD) to ensure the availability of an adequate potable water supply to meet the needs of the future population. The standard for development review shall be the capacity to provide sufficient water to all residents and businesses in the City, as indicated by EBMUD.

Program LU-20.7.1: Ensure that service agreements are in place that establish a level of service in accordance with this Plan and the EBMUD where development is proposed on lots that do not have principal frontage on an existing water main.

Program LU-20.7.2: Require developers to enter into agreements in accordance with the regulations and ordinances of the EBMUD and pay for the cost of potable water infrastructure required for each project.

Program LU-20.7.3: Require fair share payments and/or mitigation measures to ensure that these standards or their equivalent are maintained.

Program LU-20.7.4: Do not approve new development if EBMUD cannot assure an adequate supply of water.

EBMUD adopted a Water Supply Management Program in 1993. This program recognized that there may be supply limitations to the future expansion of EBMUD's service area. In the event of a threatened or actual water shortage, the District will give first priority to existing water customers within its existing service area.

Several of the District's supply lines need to be rebuilt and seismically strengthened. The rehabilitation of EBMUD's delivery system is being addressed by the District's Capital Improvement Program.

EBMUD has developed an extensive reclamation and water conservation program. The District recommends certain types of landscaping for new and existing development which require minimal water. It is up to local jurisdictions, however, to implement water conservation regulations. Refer to the Open Space and Conservation Chapter for policies regarding water conservation and the Growth Management Section of this Chapter for policies regarding the coordination of future development with water supply.

Policy LU-20.8 Parks: Apply the maximum standard for parks to new development.

Refer to the Parks, Trails and Recreation Chapter for policies and programs regarding parks, trails and recreational facilities.

Policy LU-20.9 Solid Waste: Review all development projects for their impacts on the City's goals contained in the *Source Reduction and Recycling Element* and *Household Hazardous Waste Element*³. Require fair share payments and/or mitigation measures to ensure that these standards are not jeopardized.

Program LU-20.9.1: Require that appropriate solid waste disposal and recycling facilities are provided for all development projects.

Program LU-20.9.2: Require new development to show how it can meet state mandated recycling goals.

Policy LU-20.10 Buildout Projections: Use the buildout projections for Lafayette and the region to establish goals for environmental protection and community character and to provide the basis for all public facilities planning.

Refer to Table 6 for buildout data.

Policy LU-20.11 City Administrative Services: Provide general government administration services as comprehensively and efficiently as possible. Consider environmental impacts in selecting locations for City services.

Policy LU-20.12 Growth Management Implementation: Review development projects for conformance with adopted performance standards and require mitigation

³ This element is not a part of the General Plan but a separately adopted plan.

measures where necessary to maintain adopted standards. Capital improvements shall be in place at the time of project implementation when necessary to maintain adopted performance standards.

Policy LU-20.13 Capital Improvement Program: Ensure that the Capital Improvement Program identifies capital projects necessary to maintain levels of performance as well as funding sources for all phases of intended projects.

Policy LU-20.14 Storm Drainage: Require new development to mitigate its impact on the storm drainage system.

Refer to the Safety Chapter for additional policies and programs regarding flood control.

Goal LU-21 Encourage the availability of high-quality telecommunications services to Lafayette's citizens, schools, government and businesses.

Policy LU-21.1 Telecommunications: Provide improved telecommunications infrastructure.

Program LU-21.1.1: Develop a plan for improving the telecommunications infrastructure linking the community together.

Program LU-21.1.2: Encourage and facilitate public/private partnerships and networks to improve the City's telecommunications infrastructure.

Program LU-21.1.3: Establish standards for telecommunications infrastructure in the public right-of-way and for private development.

CULTURAL RESOURCES: ARCHAEOLOGICAL, ARCHITECTURAL AND HISTORIC RESOURCES; PUBLIC ART

Archeological, Architectural and Historic Resources

The first known inhabitants of the Lafayette area were the Costanoan or Ohlone Indians. Numerous prehistoric archaeological sites have been identified along Lafayette's creeks, on terraces adjacent to watercourses and on ridge tops. Prehistoric sites are capable of yielding a variety of information about the first inhabitants of the area. Such sites may include locations of cultural, social or economic importance and may also have spiritual significance to the ancestors of these peoples or to living Native Americans.

The first European settlers were Franciscan priests, originating from Spain who established missions in the area. The granting of a Mexican land grant for Rancho Acalanes took place in 1834, and the first settlements in Lafayette were built fourteen years later.

There are several recorded archaeological sites in the Lafayette Planning Area. There is a high probability of additional, yet unrecorded sites located on undeveloped land. Identification and protection of these resources is provided by the policies and programs below and by the California Environmental Quality Act.

The City has designated several sites and buildings as historic landmarks. Changes to these properties must be approved by the City to ensure that the historical features are not adversely affected. The Lafayette Historical Society documented the history of these buildings and sites and published a pictorial history entitled *La Fayette: From Rancho to Suburb*, which has contributed to safeguarding the City's cultural heritage.

Six properties have been designated as historical landmarks:

- Lafayette Plaza, bordered by Moraga Road, Golden Gate Way, Plaza Way and Mt. Diablo Boulevard
- The Way Side Inn, on Golden Gate Way
- The former Pioneer Store on Plaza Way
- Town Hall Theater on the southeast corner of Moraga Road and School Street
- A portion of Lafayette United Methodist Church, on Moraga Road, known as the Old Lafayette Grammar School
- A stone plaque on Happy Valley Road marking the site of the first settlement in Lafayette

In addition, the Guide to Historical Lafayette lists another nine properties with significance in the community⁴.

Goal LU-22 Preserve archaeological and historic resources.

Policy LU-22.1 Preserve Archaeological Resources: Protect archaeological resources.

Program LU-22.1.1: Require that areas found to contain significant historic or prehistoric artifacts be examined by a qualified consulting archaeologist.

Program LU-22.1.2: Continue to refer projects to Sonoma State University's Northwest Archaeological Resource Center.

Program LU-22.1.3: Seek funding for the restoration and preservation of archaeological and historical resources.

The California Environmental Quality Act (CEQA) requires evaluation of any archaeological resource on the site of a development project. Unique resources, as defined by State law, should be protected, either by physical measures or by locating development away from the site.

Program LU-22.1.4: The Community Development Department should work with local colleges and universities to develop an archaeological sensitivity map for Lafayette.

⁴ The Guide to Historical Lafayette lists the following properties as significant:

1. James Bickerstaff home site (3615 Mt. Diablo Blvd.)
2. Indian burial grounds site (Oakland Avenue/Lafayette Circle)
3. Garrett Building (3565 Mt. Diablo Blvd.)
4. Small red frame building (995 Hough/Lafayette Circle)
5. Elam Brown house site (985 Hough)
6. Second schoolhouse (3535 Mt. Diablo Blvd.)
7. Grist mill wheel (Elam Brown Plaza)
8. Geils building (3531 Plaza Way)
9. Lafayette Cemetery

Program LU-22.1.5: All development applications within mapped archaeological sensitivity areas shall require a records search to be conducted. If that records search recommends a survey of the site, the applicant shall be required to have a search done by a qualified professional archaeologist. In the absence of this map, development applications within 200 feet of a stream shall be required to have a records search and, if necessary, a field survey conducted.

Program LU-22.1.6: When a site has been identified as having value as an archaeological resource, development shall be situated or designed to avoid impact on archaeological resources. This may be accomplished in any of the following ways.

- a. Siting improvements to completely avoid the archaeological site.
- b. Incorporating the site into a park or dedicated open space, or by deeding the site into a permanent conservation easement.
- c. "Capping" the site (i.e. covering the site with a layer of undisturbed soil) may be appropriate after the site has been thoroughly studied by a professional archaeologist and a report written on the resources found on the site.

In the event that the site cannot be feasibly developed by avoidance of the resource, it can be developed if the site is completely studied by a professional archaeologist and that archaeologist determines that the site is not unique. The archaeologist will prepare a complete report on the site and its resources prior to any development being allowed.

Program LU-22.1.7: In the event archaeological resources are uncovered on any construction project in the City, all work must be halted and an evaluation undertaken by a qualified archaeologist.

Policy LU-22.2 Historic Buildings, Sites and Districts: Identify, recognize and protect sites, buildings, structures and districts with significant cultural, aesthetic and social characteristics which are part of Lafayette's heritage.

Program LU-22.2.1: Update and continue to implement the Zoning Ordinance requirements regarding buildings with historic and cultural significance.

Program LU-22.2.2: Establish incentives for preservation and restoration of historic buildings and sites. Consider the following incentives: interest-free or reduced interest loans for rehabilitation consistent with the original character of the building; tax incentives for the preservation of historic structures, including the use of Mills Act preservation contracts; reduced processing fees and awards and grants for preservation and protection of historic buildings and those with cultural significance; use of the State Historic Building Code where applicable.

Public Art

Art in public spaces, parks, and around buildings brings beauty, a sense of place and a human quality to urban areas. Public sculptures can become landmarks treasured by the community. Public art does not have to be large or monumental in size. Murals, fountains, and small sculptures have been used successfully to soften and beautify urban spaces. Public art and sculpture should feature local artists and thereby reflect the cultural life of the community.

Public art can be sponsored by the City or private donors. Developers can be encouraged to include artwork with new buildings and expansions. Lafayette Plaza is a possible location for permanent sculptures, as well as for temporary art exhibits. Changing public art periodically both draws people Downtown and permits a wider variety of ideas and tastes to be exhibited.

Goal LU-23 Support Public Art

Policy LU-23.1 Public Art: Promote public art that reflects the cultural life of the community.

Program LU-23.1.1: Research mechanisms for funding public art.

Policy LU-23.2 Public Art: Encourage the provision of public art in public places and parks.

Program LU-23.2.1: Consider designating a group to:

- 1) Guide the acquisition and exhibition of public art
- 2) Encourage the exhibition of local artists
- 3) Promote other arts programs

Program LU-23.2.2: Consider implementing an ongoing sculpture exhibit in Lafayette Plaza, with special emphasis allowed for local artists.

CIRCULATION

PURPOSE

Although Lafayette experiences a significant amount of regionally-generated through traffic, it is important to achieve a balance between the potentially conflicting goals of improving traffic flow and maintaining and enhancing the City's quality of life and sense of place, particularly in the Downtown Core.

The basic concept of the Circulation Chapter is to make the existing system work as efficiently as possible. This position is based on the assumptions that 1) No substantial expansion of the system or its capacity is envisioned, and 2) Traffic levels within the city are influenced by land use decisions outside the city's control – with significant traffic load generated by the Town of Moraga to the south.

At the center of the city's traffic congestion is the Lafayette "Y" formed by Moraga Road, Mt. Diablo Boulevard, Oak Hill Road and First Street. The Plan envisions no change to the configuration or overall capacity of these streets and their intersections. The traffic signals that control traffic through the "Y" and along Mt. Diablo Boulevard will be designed to balance the needs of vehicular traffic and pedestrians. In areas away from these intersections, the balance will favor pedestrians and bicyclists.

PUBLIC PARTICIPATION

Traffic is a highly sensitive issue in Lafayette. Citizen involvement and participation in the circulation planning process will enable residents to let the City know of their needs, share their ideas, and bring about positive change that would benefit the community at large. It is important that the public is fully informed and participates in discussions about proposed changes to the circulation system.

Effective public participation depends on several key factors. The public must receive clearly written information early in the planning process. The format chosen, whether small neighborhood workshops or community wide town hall meetings, should reflect the amount of public interest in a given issue. It takes time to build community consensus, but the results are decisions, which are solidly based on the values of the community.

SCOPE OF THE CIRCULATION CHAPTER

Government Code §65302(b) requires every General Plan include a transportation element that consists of “the general location and extent of existing and proposed thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the General Plan.” This chapter conforms with the requirements of the Government Code.

The *Circulation Chapter* discusses transportation and circulation issues for the Lafayette Planning Area. It briefly describes the existing circulation system and travel characteristics, projects future traffic based on the build out of the land uses described in the *Land Use Chapter*, and identifies the resulting anticipated roadway conditions. Policies and implementation programs in this chapter provide a guide for decisions regarding circulation system improvements needed to accommodate Lafayette's anticipated growth. In addition, this chapter takes into account the traffic impact of anticipated regional development and the roadway improvements adopted by regional agencies such as the Contra Costa Transportation Authority (CCTA) and Metropolitan Transportation Commission (MTC).

The *Circulation Chapter* is based on several underlying themes and findings summarized below:

- Single-passenger automobiles have strained the inter-city transportation system. State Route 24 – the main inter-city roadway is nearing its capacity during commute hours. This situation will only worsen unless transportation service levels are improved and greater emphasis is placed on alternatives to the single-occupant automobile, such as bus and rail transit, bicycling, ridesharing, walking, and telecommuting. It is essential to reduce the demand for travel through growth management to ensure that future development does not exceed the capacity of the transportation system
- Land use and circulation are inextricably connected. They must be coordinated so that future development and circulation will be balanced with each other. The land use and growth management policies in this Plan reflect this relationship.
- Transportation facilities must be accessible to all sectors of the community including seniors, children, the disabled, persons with low-income, and persons who depend on public transportation.
- The provision of efficient routes for transit service, emergency and other service vehicles continues to be a high priority for the City.
- The intrusion of through-traffic onto local streets must be minimized so as to preserve the quality of residential neighborhoods.
- Future improvements to the circulation system must be consistent with and support the other goals and policies of the General Plan.
- Traffic is both a local and a regional issue. Effective improvements to the circulation system depend on the multi-jurisdictional cooperative effort of multiple agencies such as the State of California, Metropolitan Transportation Commission, Contra Costa Transportation Authority, County of Contra Costa, Bay Area Rapid Transit District, adjacent cities and counties, and other public transit districts.

THE STREET CLASSIFICATION SYSTEM

Lafayette's street system is classified into four categories based on function. A definition of the street classification system is shown in Table 1 below.

TABLE 1
STREET CLASSIFICATION SYSTEM DEFINITIONS

Street System	Function		
Freeway	A high-speed, limited-access roadway used primarily for long trips. California State Department of Transportation (Caltrans) controls the design, operation and maintenance of freeways. ▪ State Route 24		
Arterial	A major street carrying the traffic of local and collector streets to and from freeways and other major streets, with controlled intersections and generally providing direct access to properties. (Note arterial designated streets below) <table><tr><td> ▪ Pleasant Hill Road ▪ Moraga Road ▪ Deer Hill Road ▪ St. Mary's Road </td><td> ▪ Mount Diablo Boulevard ▪ First Street: Deer Hill Road to Mt. Diablo Boulevard ▪ Glenside Drive/Reliez Station Road/Olympic Boulevard ▪ Oak Hill Road from Mt. Diablo Boulevard to Deer Hill Road </td></tr></table>	▪ Pleasant Hill Road ▪ Moraga Road ▪ Deer Hill Road ▪ St. Mary's Road	▪ Mount Diablo Boulevard ▪ First Street: Deer Hill Road to Mt. Diablo Boulevard ▪ Glenside Drive/Reliez Station Road/Olympic Boulevard ▪ Oak Hill Road from Mt. Diablo Boulevard to Deer Hill Road
▪ Pleasant Hill Road ▪ Moraga Road ▪ Deer Hill Road ▪ St. Mary's Road	▪ Mount Diablo Boulevard ▪ First Street: Deer Hill Road to Mt. Diablo Boulevard ▪ Glenside Drive/Reliez Station Road/Olympic Boulevard ▪ Oak Hill Road from Mt. Diablo Boulevard to Deer Hill Road		
Collector	A street for traffic moving between arterial and local streets, generally providing direct access to properties.		
Local	A street providing direct access to properties and often designed to discourage through traffic.		

SOURCE: DRAFT ENVIRONMENTAL IMPACT REPORT ON THE LAFAYETTE GENERAL PLAN REVISION, SECTION 3, TRAFFIC AND CIRCULATION, LEONARD CHARLES AND ASSOCIATES AND ROBERT L. HARRISON TRANSPORTATION PLANNING, SEPTEMBER, 1998.

Because the function, design and traffic loads of collectors and local streets vary greatly and sometimes overlap, specific collectors are not identified in this plan.

TRAFFIC LEVEL OF SERVICE

Traffic engineers and planners use level of service grades to evaluate the relative congestion of roads and highways. The level of service (LOS) for roadways is a scale that measures the amount of traffic a roadway or an intersection may be capable of handling. Level of service "A" represents free flow conditions and level of service "F" represents jammed conditions where traffic flow is over the theoretical capacity of the roadway and consequently moves very slowly. Level of service calculations can then be used to determine where and what type of roadway improvements are required, such as the location and timing of traffic signals, the redesign of intersections, and the number of lanes and turn pockets needed for a particular street.

Lafayette uses both the Contra Costa Transportation Authority and Highway Capacity Manual methods for calculating level of service on roadways and intersections (See Table 2). The CCTA bases its level of service standard at signalized intersections on a comparison of the turning movements in an intersection with the capacity of the intersection to serve these movements, expressed as a ratio of the volume to capacity¹. The CCTA level of service method tends to underestimate the congestion found at some of the intersections in Downtown Lafayette. In contrast, the HCM method describes traffic flow based on the length of time a vehicle is delayed at a signalized intersection. The CCTA and the HCM methods of determining level of service are described in the Traffic Analysis Report². The CCTA and the HCM methods are used by this Plan both to describe level of service at signalized intersections in order to meet the requirements of the CCTA and to have a reliable, locally adopted LOS procedure. The CCTA method serves as the standard for assessing congestion, and the HCM method serves as a goal.

TABLE 2

LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS

Level of Service	HCM Method Vehicle Delay (Seconds)	CCTA Method Volume to Capacity Ratio	Description
A	0 - 5.0	0.00 - 0.59	Free flow, insignificant delays
B	5.1 - 15.0	0.60 - 0.69	Stable operation with minimal delays.
C	15.1 - 25.0	0.70 - 0.79	Stable operation with acceptable delays.
D	25.1 - 40.0	0.80 - 0.90	Approaching unstable operation.
E	40.1 - 60.0	0.91 - 0.99	Unstable operation with significant delays.
F	>60.0	>1.00	Forced flow with excessive delays.

SOURCE: DRAFT ENVIRONMENTAL IMPACT REPORT ON THE LAFAYETTE GENERAL PLAN REVISION, SECTION 3, TRAFFIC AND CIRCULATION, LEONARD CHARLES AND ASSOCIATES AND ROBERT L. HARRISON TRANSPORTATION PLANNING, SEPTEMBER, 1998.

- ¹ This method is a modification of the methodology described in *Circular 212*, Transportation Research Board, January 1980.
- ² *Draft Environmental Impact Report on the Lafayette General Plan Revision*, Section 3, Traffic and Circulation, Leonard Charles and Associates and Robert L. Harrison Transportation Planning, September, 1998.

EXISTING ROADWAY CONDITIONS

The City's street system, topography and soil stability have been and continue to be the primary factors in shaping the circulation and land use patterns in Lafayette. Lafayette is bisected by State Route 24, and by several roads carrying heavy volumes of through-traffic such as Moraga Road and Pleasant Hill Road connecting surrounding communities to this highway. Traffic generally moves well, experiencing little delay during the non-commute hours of the day. Significant traffic congestion occurs, however, during the peak morning and afternoon commute hours.

The City street system can be divided into five transportation corridors. Each corridor represents a major flow of traffic through or within the city, serves a different origin and destination pattern, and has its characteristic problems and potential solutions. Existing intersection levels of service are described below and in Table 3 and on Map II-1: *Existing Intersection Levels of Service*. They are based on traffic counts taken in October 1998.

Downtown Corridor. The downtown corridor is defined as the area along Mount Diablo Boulevard from the westerly to easterly limits of the downtown area. Downtown intersections are those that are located on Mt. Diablo Blvd. between Risa Road and Carol Lane, and the intersections of Moraga Road with Moraga Blvd. and Brook Street/School Street. The source of the traffic problem in the downtown area is clear. Traffic passing through the downtown on the way to the Route 24 freeway or to the BART station must compete with local traffic. The north-south through traffic is particularly difficult to serve because of the layout of the downtown street system. The Lafayette "Y" requires that all north-south traffic must dog leg through two heavily used downtown intersections. The legs of the "Y" are Moraga Road to the south and Oak Hill Road on the northwest and First Street on the northeast. Mt. Diablo Boulevard connects the three legs of the "Y" together. The traffic pattern formed by the "Y" means the segment of Mt. Diablo Boulevard between Oak Hill Road and First Street must carry both the north-south and east-west traffic flows.

As shown on Table 3, the greatest congestion in the downtown occurs at the intersection of Mt. Diablo Boulevard and Moraga Road. However, recent improvements at this intersection have reduced congestion and delay. Using the HCM procedures and the most recent (October 2001) traffic counts, this intersection is found to operate at LOS D in the afternoon peak hour and at LOS C in the morning peak hour. The LOS procedures of the CCTA result in a LOS A in the morning peak hour and afternoon peak hours at this intersection. The CCTA LOS calculation method appears to underestimate the congestion and delay that is found at this intersection.

Using the HCM procedures, the intersection of Mt. Diablo Boulevard with Oak Hill Road operates at LOS D in the afternoon peak hour and at LOS C in the morning peak hour. The LOS procedures of the CCTA result in service level A in the morning and afternoon peak hours at this intersection. Again, these procedures result in a level of service that does not appear to accurately reflect the actual conditions observed in the field.

Using the HCM method and the most recent 2001 traffic counts, the third intersection in the "Y", Mt. Diablo Boulevard at First Street, is found to operate at LOS C in both the morning and

afternoon peak hours. The CCTA methods result in LOS A in the morning peak hour and LOS B in the afternoon peak hour at this intersection.

The intersection of Mt. Diablo Boulevard and Happy Valley Road operates at LOS D in the afternoon and LOS C in the morning peak hours. All of the other intersections in the downtown area function at LOS C or better at peak traffic hours.

Pleasant Hill Road Corridor. Pleasant Hill Road north of Route 24 carries the highest traffic volume, about 38,000 vehicles per day, of any of the streets in Lafayette. The street functions as a regional route connecting Lafayette, the Lafayette BART station, and Route 24, with the Pleasant Hill and Martinez areas. Since completion of the Route 24/I-680 interchange, Pleasant Hill Road has experienced a reduction in through traffic.

The conditions on Pleasant Hill Road north of Route 24 experience some congestion. The intersection that experiences the worst problems is Pleasant Hill Road at Deer Hill Road/Stanley Boulevard, as shown in Table 3. According to the HCM method, the intersection operates at LOS D in both the morning and afternoon peak hours. However, the procedures of the CCTA result in LOS E in the morning and LOS F in the afternoon peak hours. It appears that on Pleasant Hill Road the CCTA method over estimates the existing degree of congestion and delay.

At the intersection of Pleasant Hill Road with Springhill Road the CCTA procedures result in a LOS E in the morning and LOS C in the afternoon peak hours. The HCM method produces LOS C and B respectively at these hours. The intersection of Pleasant Hill Road with Reliez Valley Road operates at LOS C or better at both morning and afternoon peak hours under either the CCTA or the HCM LOS calculation procedures.

The Pleasant Hill Road Action Plan, as adopted by the City Council, has been included by the CCTA in the *Countywide Comprehensive Transportation Plan*. Designated as Lafayette's only Route of Regional Significance, it is not subject to the adopted Level of Service Standards for basic routes. Instead, an Action Plan has been prepared that establishes Traffic Service Objectives (TSO's).

Deer Hill Road Corridor. Deer Hill Road serves the area north of downtown and north of the Route 24 freeway. The Deer Hill Road corridor is defined as the area along Deer Hill Road from Happy Valley Road to Pleasant Hill Road. The primary vehicle trip generator along Deer Hill Road is the BART station parking lot.

The intersection of Deer Hill Road with Pleasant Hill Road was discussed above. At the westerly limit of the Corridor, the stop sign controlled intersection of Deer Hill Road with Happy Valley Road operates at LOS F for westbound traffic in the morning peak hour and LOS D for westbound traffic in the afternoon peak hour.

The all-way stop controlled intersection of Deer Hill Road with Oak Hill Road operates at LOS D at peak hours. Traffic volumes are high enough that a traffic signal is warranted on Deer Hill Road at both the Happy Valley Road and the Oak Hill Road intersections. With signalization both intersections would operate at an acceptable LOS. A traffic signal was recently installed at

the intersection of Deer Hill Road with the SR 24 Ramps. This intersection currently operates at LOS C in both the morning and afternoon peak hours.

Moraga Road Corridor. Moraga Road provides the primary route for traffic from the south traveling to and through the downtown area. The corridor runs from Mount Diablo Boulevard to the southerly City limit. The operation of the intersection of Moraga Road with Mount Diablo Boulevard was discussed above. A traffic signal was recently installed at the intersection of Moraga Road with Moraga Boulevard. This intersection operates at LOS A in both the morning and afternoon peak hours.

The intersections of Moraga Road with School and with Brook Streets are separated by approximately 150 feet. Because the two "T" intersections are located in close proximity, they function as a single four-legged intersection. The existing traffic signal system has been designed to control both intersections under a single operating design. As shown on Table 3, under the HCM procedures, the combined intersections are found to operate at LOS E in the morning peak hour and LOS C in the late afternoon peak hour. The CCTA LOS method finds the intersection operating at service levels D and B in the morning and afternoon peak hours respectively.

The morning operation of the intersection is designed to permit the safe crossing of the street by school children. All vehicle traffic is stopped by the pedestrian phase of the signal. This phase is called for in about one-third of the signal cycles in the morning peak hour. The time lost to vehicle traffic during the all-red pedestrian phase causes the intersection to operate with significant delay for motorists.

The greatest traffic delay at the School Street intersection is experienced by parents who drop-off students at Stanley Intermediate School, located approximately one quarter mile east of Moraga Road on School Street, and then have to wait at the traffic signal before entering Moraga Road in either north or southbound directions, as well as the parents who drop-off students at the Lafayette Elementary School. The queue of vehicles attempting to turn onto Moraga Road extends from the intersection back past Stanley School. This traffic queue lasts for about 20 to 30 minutes each school day morning. These vehicles experience significant delay and LOS F.

Both the HCM and CCTA LOS calculation methods result in a LOS B for the intersection of Moraga Road and St. Mary's Road in both the morning and afternoon peak hours. While there is substantial congestion experienced along Moraga Road at peak hours, the capacity of the intersection with St. Mary's Road is not a primary cause of existing traffic delay.

The intersections of Hamlin Road and Tanglewood Drive with Moraga Road are separated by about 75 feet. Traffic is controlled by stop signs on Hamlin Road and on Tanglewood Drive. A southbound left turn pocket is provided for turns from Moraga Road into Hamlin Road. Traffic attempting to enter Moraga Road from the side streets experiences significant delay, particularly for left turns during the morning peak hours. The level of service for traffic making the left turn from Tanglewood Drive is LOS E at morning peak hour and LOS C at afternoon peak hour. Most traffic from Hamlin Road makes a right turn onto Moraga Road and experiences less delay than is experienced by the traffic on Tanglewood Drive.

Silver Springs Road is the easterly leg and Mt. View Drive is the westerly leg of a standard four-legged intersection with Moraga Road. Old Jonas Hill Road intersects Moraga Road approximately 180 feet south of Silver Springs Road/Mt. View Drive intersection. The intersections are close enough, however, to be evaluated as a single intersection for traffic operations purposes. Each of the three side streets is controlled by a stop sign. Separate lanes are provided on Moraga Road for both northbound and southbound left turning traffic. Because left turn pockets are provided on Moraga Road, there is little delay for northbound or southbound through traffic. There is some delay (LOS B) for traffic on Moraga Road turning left into the side streets. Average side street service level at this intersection is LOS C in the morning and LOS B in the afternoon peak hours.

Burton Valley Corridor. The Burton Valley Corridor includes Reliez Station Road, Glenside Drive, and St. Mary's Road between the Pleasant Hill Road Corridor and the southerly City limits on St. Mary's Road. In recent years, several roadway improvements have been made in this corridor to improve traffic safety and to serve pedestrians.

Most of the intersections in this corridor are controlled by all-way stop signs. While there is a significant volume of through traffic using the local streets that make up this corridor, the maximum calculated average stopped delay per vehicle over a one-hour peak period is 22 seconds. This means that all of the local street intersections operate at LOS D or better in both the morning and afternoon peak hours. It should be noted that the LOS reported is the average condition over the one-hour peak period. At some intersections, much greater congestion may occur for short time periods. For example, there is a peak flow of parents intending to drop-off students at the Burton Valley School southbound around 8:15 a.m. and returning northbound around 8:30 a.m. All-way stop intersections are particularly inefficient when serving high peak direction traffic flows. At these times delays are greater for a few minutes than are shown on Table 3 for the full one-hour condition.

TABLE 3 : EXISTING INTERSECTION LEVELS OF SERVICE (LOS)

	AM Peak		AM Peak		PM Peak		PM Peak	
	HCM Method		CCTA Method		HCM Method		CCTA Method	
Downtown Corridor, Mount Diablo Blvd. with:	LOS	Delay ¹	LOS	V/C ²	LOS	Delay ¹	LOS	V/C ²
1 - Dolores/Mt. View Drive	B	14	A	0.40	C	19	A	0.46
2 - Happy Valley Road	C	18	A	0.52	D	26	B	0.64
3 - Oak Hill Road	C	21	A	0.52	D	26	A	0.57
4 - Moraga Road	C	21	A	0.53	D	28	A	0.60
5 - First Street	C	21	A	0.57	C	24	B	0.66
6 - Second Street	B	12	A	0.33	B	11	A	0.33
Pleasant Hill Road Corridor, Pleasant Hill Road with:								
7 - Mt. Diablo Boulevard	B	13	A	0.47	C	16	A	0.60
8 - Olympic Boulevard ⁴	E	30	[3]	[3]	D	22	[3]	[3]
9 - Deer Hill Rd/Stamley Blvd.	D	39	E	0.95	D	31	F	1.10
10 - Springhill Road	C	21	E	0.92	B	10	C	0.74
11 - Reliez Valley Road	C	15	B	0.68	B	11	A	0.53
Deer Hill Road Corridor, Deer Hill Road with:								
12 - Happy Valley Road ⁵	A/F	3/>45	[3]	[3]	A/D	4/27	[3]	[3]
13 - Oak Hill Road ⁴	C	17	[3]	[3]	D	20	[3]	[3]
14 - SR 24 Westbound Ramps ⁴	C	17	A	0.56	C	18	B	0.63
15 - First Street	B	10	A	0.35	B	13	A	0.47
Moraga Road Corridor, Moraga Road with:								
16 - Moraga Boulevard ⁵	A	3	A	0.50	A	3	A	0.43
17 - School/Brook Street	E	46	D	0.82	C	24	B	0.64
18 - St. Mary's Road	B	1	B	0.64	B	11	B	0.63
19 - Tanglewood/Hamlin ⁵	B/E	5/42	[3]	[3]	B/C	6/15	[3]	[3]
25 - Silver Spring/Mtn. View Dr.	B/C	5/17	[3]	[3]	B/B	6/8	[3]	[3]
Burton Valley Corridor, Reliez Station Road with:								
20 - Olympic Boulevard ⁴	D	22	[3]	[3]	C	14	[3]	[3]
21 - Glenside Drive ⁴	C	19	[3]	[3]	C	11	[3]	[3]
Glenside Drive with:								
22 - Burton Drive ⁴	C	13	[3]	[3]	C	18	[3]	[3]
23 - St. Mary's Road North ⁴	C	11	[3]	[3]	C	10	[3]	[3]
24 - St. Mary's Road South ⁴	C	11	[3]	[3]	C	19	[3]	[3]

[1] Average stopped delay per vehicle in seconds calculated using the HCS computer software.

[2] Volume to Capacity Ratio calculated using the CCTA approved VCCC computer software.

[3] LOS for stop sign controlled intersections not calculated by the CCTA Method.

[4] LOS and average total delay shown for all vehicles at these all-way stop intersections.

[5] LOS and delay shown for major street left turn and side street traffic at these one-way or two-way stop intersections.
Excludes turning movements of 10 vehicles per hour or less.

SOURCE: ROBERT L. HARRISON TRANSPORTATION PLANNING

COORDINATING LAND USE AND CIRCULATION

The coordination of land use and circulation is essential to balance the capacity of the existing circulation network with the traffic growth generated by new development. To understand the relationship between land use and circulation, a traffic forecasting model was used in preparing this General Plan.³ The model predicted the amount of traffic that will occur when all of the land covered by the General Plan is built out, including the anticipated development in the surrounding cities of Moraga, Orinda, Concord, Pleasant Hill and Walnut Creek. The traffic projections estimate how much traffic will be generated by new development, what traffic problems will occur, and the roadway improvements to relieve traffic congestion.

The policies and programs in the General Plan ensure that land use and circulation are coordinated. Standards for traffic levels of service and for fire, police, parks, sanitary facilities, water and flood control illustrate a comprehensive long-range method of matching the demand for public facilities generated by new development with plans, capital improvements and development mitigation programs.

The traffic projections indicate that the development permitted by the General Plan would cause an increase in traffic congestion on the city's street system. The impact of added traffic on each of the 25 key intersections in Lafayette is summarized by Table 4.

Projected traffic would meet the levels of service established by the CCTA for signalized intersections at all but one intersections: Moraga Road at Brook/School Streets.

The City anticipates that the intersection of Moraga Road and School/Brook Streets will not meet the adopted LOS standards at some point in the future. The period of excessive congestion will primarily occur during the Peak AM hour and only while school is in session. On non-school days congestion would be less at this intersection. The City recognizes that there are a variety of options for reducing traffic congestion, including signalization or re-routing traffic. Such options must be evaluated against other considerations – specifically, pedestrian access and safety, and protection of the quality of life in surrounding residential neighborhoods. These concerns may cause the rejection of certain traffic management options.

³ *Draft Environmental Impact Report on the Lafayette General Plan Revision, Traffic and Circulation*, Leonard Charles and Associates and Robert L. Harrison Transportation Planning, 2002.



Legend

AM | PM= PEAK LOS FOR SIGNALIZED AND STOP CONTROLLED INTERSECTIONS

Level of Service**	Description
A	Free flow, insignificant delays
B	Stable operation with minimal delays
C	Stable operation with acceptable delays
D	Approaching unstable operation
E	Unstable operation with significant delays
F	Forced flow with excessive delays
*	LOS not calculated

** LOS definitions for signalized intersections using the CCTA method

Source: Robert L. Harrison, Transportation Planning



Map II-1
Existing Intersection LOS Map

City of Lafayette General Plan

Routes of Regional Significance are excluded from service level standards by the CCTA since Traffic Service Objectives (TSO's) are used instead. This approach allows local jurisdictions to develop programs that emphasize performance characteristics other than peak hour level of service at intersections. In Lafayette, Pleasant Hill Road north of State Route 24 is a Route of Regional Significance and is subject to the TSOs adopted in the Pleasant Hill Road Action Plan. These are:

- Improve the existing peak hour peak direction Delay Index by 10% by the year 2010.
- Maintain or increase the average vehicle occupancy to 1.2 persons per vehicle by 2010.

Traffic projections indicate there would be three unsignalized intersections, which are projected to operate at a highly congested LOS E or LOS F. These are:

- ✓ The intersection of Deer Hill Road with Happy Valley Road.
- ✓ The intersection of Deer Hill Road with Oak Hill Road.
- ✓ The intersection of Pleasant Hill Road with Olympic Boulevard

In addition, State Route 24 during peak hours is projected to decline to LOS F. This would occur regardless of whether or not the build out permitted by the Lafayette General Plan occurs.

The intersections and State Route 24 described above are primarily impacted by traffic generated outside of Lafayette. A significant proportion of traffic growth is attributable to through traffic, which passes through Lafayette, but originates and has destinations outside of the City. Local trips are defined as travel entirely within Lafayette. Regional trips traffic includes all trips that originate outside of Lafayette and pass through the City without stopping.

The traffic projections indicate that local traffic growth accounts for only 20 percent of the total projected traffic growth on Moraga Road, Burton Valley, Pleasant Hill Road and Deer Hill Road corridors to about 35 percent of the projected traffic growth in the Downtown corridor.

The City is committed to maintaining a safe and efficient roadway system that respects the tranquility of surrounding neighborhoods. Alternatives to the single-occupant vehicle, such as increased use of public transit and carpools, and reducing the travel demand through better land use planning are important locally and countywide. This Plan includes land use policies and designations that reduce the need to travel by vehicle to work, recreation and shopping. Higher density residential development near public transportation combined with mixed use designations Downtown, will permit more Lafayette residents to live closer to their jobs and will encourage public transit use.

Land use and circulation are coordinated by General Plan policies permitting a level of potential development that can be served by the existing and planned circulation system. The Growth Management Section of the *Land Use Chapter* contains policies and programs to ensure that new development does not exceed the capacity of the roadway system and other public services.

Refer to Map II-2: Projected Intersection Levels of Service.

TABLE 4 : PROJECTED INTERSECTION LEVELS OF SERVICE

	AM Peak Hour HCM Method		AM Peak Hour CCTA Method		PM Peak Hour HCM Method		PM Peak Hour CCTA Method	
	LOS	Delay ¹	LOS	V/C ²	LOS	Delay ¹	LOS	V/C ²
Downtown Corridor, Mount Diablo Blvd. with:								
1 - Dolores/Mt. View Drive	C	15	A	0.46	C	21	A	0.54
2 - Happy Valley Road	C	22	B	0.61	D	29	C	0.75
3 - Oak Hill Road	D	30	B	0.63	D	34	B	0.69
4 - Moraga Road	D	27	B	0.63	D	32	B	0.68
5 - First Street	D	26	C	0.74	D	35	D	0.82
6 - Second Street	B	12	A	0.39	B	12	A	0.39
Pleasant Hill Road Corridor, Pleasant Hill Road with:								
7 - Mt. Diablo Boulevard	C	15	A	0.57	C	19	C	0.75
8 - Olympic Boulevard ⁴	F	46	[3]	[3]	D	27	[3]	[3]
9 - Deer Hill Rd/Stanley Blvd.	E	47	F	1.02	F	73	F	1.12
10 - Springhill Road	D	25	F	1.05	C	21	D	0.88
11 - Reliez Valley Road	C	24	D	0.82	B	10	B	0.68
Deer Hill Road Corridor, Deer Hill Road with:								
12- Happy Valley Road ⁵	A/F	3/>45	[3]	[3]	A/E	4/32	[3]	[3]
13 - Oak Hill Road ⁴	D	27	[3]	[3]	E	34	[3]	[3]
14 – SR 24 Westbound Ramps ⁴	C	22	B	0.65	C	22	C	0.71
15 - First Street	C	16	A	0.55	C	18	A	0.48
Moraga Road Corridor, Moraga Road with:								
16 - Moraga Boulevard ⁵	A	4	A	0.57	B	7	A	0.48
17 - School/Brook Street	F	64	D	0.89	D	36	B	0.68
18 - St. Mary's Road	D	14	C	0.76	B	15	B	0.70
19 - Tanglewood/Hamlin ⁵	B/E	6/>45	[3]	[3]	B/D	7/20	[3]	[3]
21 - Silver Spring/Mtn. View Dr.	B/D	5/24	[3]	[3]	B/B	8/9	[3]	[3]
Burton Valley Corridor, Reliez Station Road with:								
20 - Olympic Boulevard ⁴	D	30	[3]	[3]	C	16	[3]	[3]
21 - Glenside Drive ⁴	D	29	[3]	[3]	C	13	[3]	[3]
Glenside Drive with:								
22 - Burton Drive ⁴	C	20	[3]	[3]	D	28	[3]	[3]
23 - St. Mary's Road North ⁴	C	16	[3]	[3]	C	12	[3]	[3]
24 - St. Mary's Road South ⁴	C	16	[3]	[3]	D	28	[3]	[3]

[1] Average stopped delay per vehicle in seconds calculated using the HCS computer software.

[2] Volume to Capacity Ratio calculated using the CCTA approved VCCC computer software.

[3] LOS for stop sign controlled intersections not calculated by the CCTA Method.

[4] LOS and average total delay shown for all vehicles at these all-way stop intersections.

[5] LOS and delay shown for major street left turn and side street traffic at these one-way or two-way stop intersections.
Excludes turning movements of 10 vehicles per hour or less.

SOURCE: ROBERT L. HARRISON TRANSPORTATION PLANNING



Legend

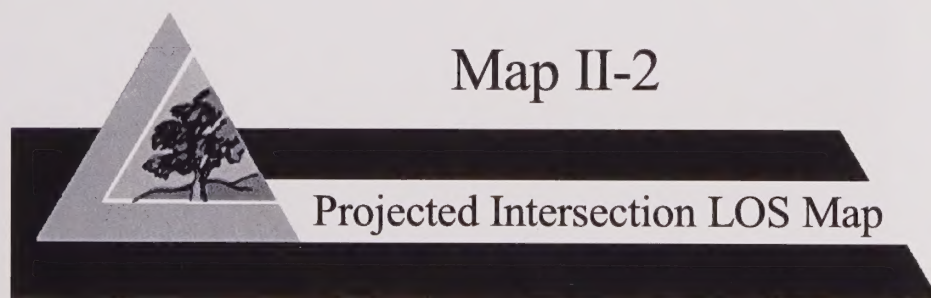
AM | PM = PEAK LOS FOR SIGNALIZED AND STOP CONTROLLED INTERSECTIONS

Level of Service**	Description
A	Free flow, insignificant delays
B	Stable operation with minimal delays
C	Stable operation with acceptable delays
D	Approaching unstable operation
E	Unstable operation with significant delays
F	Forced flow with excessive delays
*	LOS not calculated

** LOS definitions for signalized intersections using the CCTA method

Source: Robert L. Harrison, Transportation Planning

Map II-2



City of Lafayette General Plan

Goal C-1	Develop a safe and efficient circulation system that respects Lafayette's quality of life and community character and is consistent with other City goals.
Policy C-1.1	<u>Public Participation and Education in Transportation Decisions</u>: Continue to actively seek the participation of Lafayette residents and businesses in the preparation and review of local and regional transportation plans and issues. <u>Program C-1.1.1</u>: Disseminate information describing proposed transportation projects through signs in affected areas, newspapers, newsletters, electronic media and other appropriate means to inform and encourage community participation in decisions regarding transportation planning. <u>Program C-1.1.2</u>: Hold public meetings and hearings for the purpose of planning and evaluating proposed transportation plans and improvements. <u>Program C-1.1.3</u>: Work with residents, businesses and property owners who wish to improve traffic safety and solve circulation problems. <u>Program C-1.1.4</u>: Provide staff to assist residents with information and direction regarding the City's process for recommending ideas for traffic safety and circulation improvements. <u>Program C-1.1.5</u>: Develop a comprehensive city-wide handbook providing information on traffic calming devices, conditions appropriate for use, fees and/or costs and procedures for implementation. <u>Program C-1.1.6</u>: Continue to support and participate in MORTRAC's (the Moraga Road Transportation Advisory Committee) efforts to: (1) address community concerns regarding the level of vehicular traffic, traffic congestion, pedestrian and bicycle safety, and neighborhood character along the Moraga Road corridor, and (2) develop a plan regarding circulation and related quality of life issues on and around Moraga Road.
Policy C-1.2	<u>Level of Service Standards and Goals</u>: Establish the following level of service (LOS) standards and goals. Transportation improvements must be consistent with the community's strong desire to preserve Lafayette's unique identity and quality of life.

Signalized Intersections	LOS Standard ⁴	CCTA Standard V/C Ratio	HCM Goal Stopped Delay At Peak Hours
Downtown Intersections	Poor D	0.85 to 0.89	33 to 40 Sec.
Intersections Outside Downtown	Good D	0.80 to 0.84	25 to 33 Sec.

Program C-1.2.1: Calculate both HCM and CCTA Levels Of Service (LOS) when conducting traffic counts and studies.

Policy C-1.3 Review and Update Traffic Management Plans: Periodically review traffic management plans, including downtown traffic plans and any neighborhood traffic management plans to ensure consistency with the goals and policies of the Lafayette General Plan.

Policy C-1.4 Roadway Maintenance: Maintain roadways to provide for the public's safety.
Program C-1.4.1: Perform routine maintenance of roadways and walkways, pavement markings, traffic signals and facilities.
Program C-1.4.2: Implement the Pavement Management Program.

Policy C-1.5 Roadway Improvements: Plan for and implement changes to the roadway system so that the system is safe and efficient for all modes of travel while preserving the semi-rural character of the community.
Program C-1.5.1: Continue to develop and implement a five-year Capital Improvement Program (CIP).
Program C-1.5.2: Construct the following roadway improvements at the time an analysis of traffic service levels and safety factors establishes a necessity for such improvements:

Intersection of Deer Hill Road with Happy Valley Road:

- install traffic signal

Intersection of Deer Hill Road with Oak Hill Road:

- install traffic signal

Intersection of Pleasant Hill Road and Olympic Blvd.

⁴ The level of service standard established by the *Draft General Plan* uses the CCTA methodology to calculate level of service standards. The HCM method is used to calculate level of service goals. Under the CCTA *Growth Management Plan* service level grades, such as LOS "A" or "B", are divided into high or low categories. A "high D", for example, means a higher volume to capacity ratio than does a "Low D". This definition has caused confusion since the *Growth Management Plan* definition states that a "high" letter grade means a worse level of service than does a "low" grade of the same letter. In order to clarify these definitions the LOS letter grades in the *Draft General Plan* are divided by categories defined as "Good" or "Poor". For example, a "Good D" in the Draft General Plan is equivalent to a "Low D" in the CCTA's *Growth Management Plan*.

- install traffic roundabout or traffic signal

Program C-1.5.3: Develop procedures to ensure design review of roadway improvements early in the planning process.

Program C-1.5.4: Conduct an annual Planning Commission review of the City's Capital Improvement Program to determine consistency with the Lafayette General Plan.

Policy C-1.6 Traffic Safety: Improve the safety of the roadway system.

Program C-1.6.1: Provide comprehensive enforcement of all existing traffic laws.

Program C-1.6.2: Periodically analyze the locations of traffic accidents to identify problem areas and utilize this information in prioritizing improvements as a part of the City's Capital Improvement Program.

Program C-1.6.3: Minimize the number of driveway accesses to arterial streets in the core area. Encourage shared access where appropriate. Require that all new proposals for access be reviewed for safety by the city traffic engineer.

Policy C-1.7 Traffic Control Devices: Optimize the functioning of traffic control devices in order to efficiently manage vehicular and pedestrian traffic flow. When planning new traffic control devices consider their environmental and aesthetic impact.

Goal C-2 Regulate traffic so as to preserve the peace and quiet of residential areas.

Through-traffic tends to take the route of least resistance, often resulting in a high through volume of traffic taking residential streets located adjacent to busy traffic corridors. It is essential that through traffic on local streets be discouraged to protect the quality of life and safety of residential neighborhoods located adjacent to heavily-traveled corridors.

Policy C-2.1 Manage Traffic Flow: Discourage diversion of through-traffic onto local streets.

Program C-2.1.1: Develop measures to limit through-traffic on residential streets when necessary.

Goal C-3 Regard the quality of life in Lafayette and maintaining community identity as more important than accommodating through-traffic.

Policy C-3.1 Community Identity and Through Traffic: Place a higher priority on safety, encouraging a pedestrian-oriented design and scale; and on maintaining the quality of life and identity of residential neighborhoods than on accommodating through-traffic.

The roadway improvements required to accommodate through traffic to achieve more efficient traffic flow shall not be implemented if they are found to have significant adverse impacts on the quality of life and safety of residential neighborhoods.

Program C-3.1.1: Require that a traffic study be carried out for proposed change in access to local streets from arterial or collector streets. Include in the traffic study the projected increase in average daily and peak hour traffic that would result from the proposed change; include any traffic safety-related matters and consider alternative feasible options. Conduct new traffic counts when and where needed.

Policy C-3.2 Response to Citizen Concerns: Continue to provide a system whereby residents can address automobile, bicycling and pedestrian issues.

Program C-3.2.1: Work with residents to implement traffic-calming measures, as appropriate, to address traffic safety, circulation, speed, and other neighborhood and downtown traffic concerns.

Program C-3.2.2: Work with residents who wish to develop tools such as neighborhood traffic management plans tailored to address the concerns and needs of a targeted area. These plans should be reviewed periodically to ensure consistency with the goals and policies of the General Plan.

Program C-3.2.3: Consider identification of locations where aesthetically pleasing traffic calming devices can be installed.

Goal C-4 Coordinate land use and circulation planning.

Policy C-4.1 Balance Circulation and Land Use Patterns: Limit development to that which can be adequately served by Lafayette's circulation system.

Program C-4.1.1: Require applicants for new development to demonstrate that there is adequate transportation capacity to handle the additional traffic their project would generate. Evaluate area-wide cumulative traffic impacts as well as the impacts of any proposed mitigations in development review.

Program C-4.1.2: Consider transit-oriented developments, which are consistent with the goals and policies of the General Plan.

Program C-4.1.3: Approval of development expected to generate over 50 peak hour vehicle trips shall occur only if found to be consistent with Lafayette's growth management goals and the other goals and policies of the General Plan.

Policy C-4.2 Traffic Mitigation: Require new developments to pay their fair share of circulation improvements.

Program C-4.2.1: Ensure that new development mitigates its off-site adverse impacts on the circulation system and, if applicable, contributes to a citywide traffic mitigation fee program.

Program C-4.2.2: Ensure that new developments provide adequate on-site improvements, such as delivery access, on-site vehicle, bicycle and pedestrian circulation amenities, public transit facilities, and off-street parking, as appropriate.

Goal C-5 Preserve and enhance the scenic quality of Lafayette's roads.

Policy C-5.1 Protect Irreplaceable Resources: When planning new roads or roadway improvements, protect resources such as open space, hillsides, ridgelines, riparian corridors, and recreational facilities. Circulation projects must be consistent with goals and policies of the Open Space and Conservation Element.

Program C-5.1.1: No road should be constructed within 250 horizontal feet of the centerline of a major ridgeline. This prohibition does not apply to a road and attendant underground utilities which cross a major ridge if the crossing is necessary for orderly development.

Program C-5.1.2: In designing road improvements consider seismic risk, soil stability, drainage, scenic character, and privacy. Require compliance with current engineering standards and practices. Require peer review as needed.

Policy C-5.2 Aesthetics: When planning road and circulation system improvements, require that views of and from the roadway are in keeping with Lafayette's semi-rural character.

See the Land Use and Open Space Chapters for additional goals and policies on the preservation of natural areas and Lafayette's semi-rural character.

Program C-5.2.1: Establish a process to ensure effective design review of circulation projects.

Program C-5.2.2: Adopt specific criteria for street lighting. Street lighting installed for safety reasons should incorporate every effort to maintain the semi-rural character of the area.

Policy C-5.3 Scenic Routes: Designate and protect scenic routes consistent with goals and policies of Lafayette's General Plan.

Program C-5.3.1: Adopt specific criteria for scenic routes with regard to applicable signage, landscaping and lighting.

ALTERNATIVES TO THE AUTOMOBILE

Traffic congestion will continue to worsen significantly despite the roadway improvements recommended in this Plan. Improving the roadway system is not the only solution. Providing effective alternatives to the single-occupant automobile must be an essential component of circulation planning. This includes increased use of public transit, carpools, flexible work hours,

bicycling, walking and telecommuting in conjunction with land use patterns and measures to reduce travel demand. Alternatives to the automobile contribute to energy conservation, reduce air and water pollution and the immense cost of building and maintaining additional highways and roads.

Goal C-6 **Provide an attractive, well-designed system of walkways for safe and efficient pedestrian movement in Lafayette. The walkway system should connect residential areas with the local and regional trails system, public transportation, schools, parks and other community amenities, and the Downtown Core area.**

Walking remains the least costly form of transport for all people. Walkways are crucial to promoting the health and sustainability of streets and neighborhoods. Walkways are designed to connect where people live, work, attend school, shop, and play without dependence on the automobile. Many opportunities exist to build well-designed walkways that serve the needs of the pedestrian.

Refer to the Parks, Trails and Recreation Chapter for policies and programs regarding trails.

Policy C-6.1 Master Walkways Plan: Continue to update and implement the Master Walkways Plan.

Program C-6.1.1: Identify and preserve rights-of-way needed to implement the Master Walkways Plan.

Program C-6.1.2: Consider the need for sidewalks and walkways during the review of development proposals.

Program C-6.1.3: Include walkways in the City's Capital Improvement Program.

Program C-6.1.4: Amend the Master Walkways Plan to establish a process to address the aesthetic and design considerations of walkways.

Policy C-6.2 Walkway Safety : Seek to maintain the City's walkways to avoid hazards.

Program C-6.2.1: Evaluate the safety of existing walkways along important pedestrian routes; upgrade and maintain them as necessary.

Program C-6.2.2: Establish a walkway pavement improvement program.

Goal C-7 **Reduce automobile travel demand.**

Measures to manage travel demand, called Transportation Systems Management (TSM), are directed at reducing the number of single-occupant vehicles using the circulation system during peak hour commute periods.

These programs include advocating public transit; promoting carpooling and vanpooling; encouraging telecommuting and compressed work weeks;

providing shuttle buses to transit facilities; providing incentives and rewards for bicycling, walking and telecommuting; and offering preferred parking for carpools.

The Measure C Growth Management Program requires each jurisdiction in Contra Costa County to adopt a Transportation Systems Management Ordinance. The TSM programs also enable the City to achieve the "Clean Air Goals" established by the Bay Area Air Quality Management District.

Policy C-7.1 Automobile Travel Demand: Seek to reduce vehicle trips by promoting alternatives to the single-occupant automobile.

Program C-7.1.1: Continue to implement the City's *Transportation Systems Management (TSM) Ordinance*.

Program C-7.1.2: Establish incentives for new commercial developments to provide hoteling (shared office facilities), cafeterias, day-care facilities, lunchrooms, showers, bicycle parking, home offices and other amenities which encourage the use of transit, bicycling, walking or telecommuting as commute modes to work.

Program C-7.1.3: Work with neighboring jurisdictions to find additional ways to reduce travel demand.

Goal C-8 Promote alternatives to the single-occupant automobile.

Policy C-8.1 Increase Use and Availability of Public Transit: Take measures to increase use of public transit. Work with public transit providers to improve equipment, schedules, and better serve the community. Encourage providers to promote their services.

Lafayette is served by two public transit systems - the Bay Area Rapid Transit district (BART) and the County Connection (a bus service operated by the Central Contra Costa Transit Authority) - and the Lamorinda School Bus System serving the local schools.

Program C-8.1.1: Work with the school districts and the Lamorinda School Bus Program to provide an effective bus system for Lafayette's public school students.

Program C-8.1.2: Consider the needs of public transit, such as bus stops, shelters, turnouts, etc. when planning roadway improvements and when reviewing development proposals.

Program C-8.1.3: Conduct a study of ways to enhance local access to the City's BART station.

Program C-8.1.4: Support expanded feeder service to BART.

Program C-8.1.5: Continue to require the provision of bus stops, bus shelters, benches, turnouts, and related facilities in all major new commercial, residential and institutional developments.

Program C-8.1.6: Study signal preemption for buses on City arterials. Improve signal timing where warranted.

Program C-8.1.7: Establish options for future transit use when designing improvements for roadways and renovations or construction of major commercial, residential and institutional developments.

Policy C-8.2 Bicycles: Encourage bicycling by making it easier and safer for people to travel by bicycle.

CalTrans and MTC have adopted criteria for bicycle plans. A bikeways plan conforming to these criteria would make the City eligible for California Bicycle Lane Act funding grants.

Program C-8.2.1: Update the City's Master Bikeways Plan. Give priority to bikeways connecting downtown, school, recreations facilities, regional facilities and existing bikeways. Participate in Contra Costa County's Regional Bicycle Advisory Committee.

Program C-8.2.2: Incorporate bikeways into the design and construction of public and private roadway improvements, wherever feasible.

Program C-8.2.3: Require adequate bicycle parking in new commercial developments, and at the BART station. Encourage adequate bicycle parking in commercial areas.

Program C-8.2.4: Revise the Zoning Ordinance to require that new development located on sites where planned bikeways occur to provide the easement or right-of-way for the bikeway, as appropriate.

Program C-8.2.5: Involve local bicycling organizations in the planning of bikeways throughout the City.

Program C-8.2.6: Utilize grant funding and other means, as appropriate, to acquire rights-of-way needed for a comprehensive bike route system and to provide bike racks and other bicycle-related facilities. Prepare a Bicycle Facilities Plan to identify projects to be programmed into the City's Capital Improvement Program.

Goal C-9 Provide Access for the Mobility Impaired.

It is essential to provide transportation facilities that are accessible to persons who are mobility-impaired. Approximately three percent of the Lafayette population cannot use conventional public transit due to a disability. The Federal Americans with Disabilities Act (ADA) contains many requirements to remove barriers for those with disabilities.

Policy C-9.1 Accessible Public Transportation: Support improved access to public transportation and sidewalks for people with disabilities.

Program C-9.1.1: Continue to work with other jurisdictions to provide access to public transit for persons with disabilities.

Program C-9.1.2: Support efforts to provide safe, efficient and affordable paratransit service for the elderly and individuals unable to use other public transportation service.

Policy C-9.2 Accessible Pedestrian Circulation: Design a pedestrian circulation system to meet the accessibility needs of all segments of the population.

Program C-9.2.1: Provide enhancements and amenities to better accommodate the needs of persons with disabilities to facilitate their safe and efficient movement on sidewalks, walkways and in public facilities. This could include smooth surfaces, ample width, curb cuts and benches.

Goal C-10 Inter-jurisdictional Coordination: Work closely with neighboring jurisdictions and agencies responsible for roadways, transit facilities and transit services in Lafayette.

Policy C-10.1 Regional Planning: Participate in regional transportation planning in order to minimize adverse impacts on Lafayette's circulation system. Evaluation of proposed changes within Lafayette's circulation system must consider the seismic, soils and scenic constraints in addition to the goals and policies of the Lafayette General Plan.

Program C-10.1.1: Provide City Council, staff, and resident representation on regional transportation planning agencies' boards and technical committees.

Program C-10.1.2: Work with transportation agencies to develop programs consistent with the goals and policies of Lafayette's General Plan.

Program C-10.1.3: Work with neighboring cities and regional transportation planning committees to address regional transportation and land use issues of mutual interest.

Program C-10.1.4: Provide staff resources to review, analyze and monitor transportation plans of neighboring jurisdictions.

See current adopted and pending transportation management plans such as those for Pleasant Hill Road, Moraga Road, the Downtown Traffic Plan, and the Lamorinda Traffic Study & Project List.

Policy C-10.2 Funding: Seek funding from federal, state and regional agencies for transportation projects that will alleviate congestion and enhance the livability of the community.

Policy C-10.3 Transportation Service Objectives (TSO's): Work toward achieving Lafayette-approved transportation service objectives on roads such as Highway 24 and Lafayette's portion of Pleasant Hill Road.

Program C-10.3.1: Work in a timely manner toward achieving the Transportation System Objectives established in the Pleasant Hill Road Action Plan for that portion of Pleasant Hill Road between State Route 24 and Taylor Boulevard.

*OPEN SPACE AND
CONSERVATION*

OPEN SPACE AND CONSERVATION

PURPOSE

Open space serves several functions. It preserves natural resources such as riparian areas and plant and animal habitats; it provides recreational opportunities in natural environments and areas with scenic interest; it limits development in areas with hazardous conditions such as unstable soils and steep hillsides; it provides visual relief from developed areas and provides Lafayette with much of its distinctive character.

This chapter addresses the state requirements for the Open Space Element and the Conservation Element. Open Space, as defined by State law, is “any area of land or water which is essentially unimproved and devoted to open space use and which is designated on a local, regional or state open space plan as open space for the preservation of natural resources, the managed production of resources, outdoor recreation, or for public health and safety.”

The chapter emphasizes the preservation of natural resources and scenic views. Open space and natural resources are a vital part of life in Lafayette as they offer ecological, aesthetic, recreational, educational, social and economic benefits.

There are two sections to this chapter: Section I contains goals, policies and implementation programs to ensure that Lafayette residents will enjoy the benefits of open space as the city continues to develop. Section II contains goals, policies and implementation programs to protect the natural environment. They address biological resources, environmentally sensitive areas, water resources, air quality, solid waste and recycling, and energy conservation. Open space for public health and safety is discussed in the Seismic and Geological Hazards and Flood Hazards sections of the *Safety Chapter*. Open space for recreation is discussed in the *Parks, Trails and Recreation Chapter*.

SECTION 1: OPEN SPACE

There are three categories of open space in Lafayette: (1) publicly-owned land, such as Briones Regional Park and the Lafayette Reservoir; (2) dedicated land, which is privately-owned and maintained, that has a recorded open space, scenic or conservation easement requiring that it remain permanently as open space; or (3) land which has a trail easement permitting public use for hiking. Trail easements are discussed in the *Parks, Trails and Recreation Chapter*. A list of publicly owned open spaces in the Lafayette Planning Area is presented in Table I.

TABLE 1
PUBLICLY OWNED OPEN SPACE

Open Space Area	Ownership
Lafayette Reservoir	East Bay Municipal Utility District (EBMUD)
Briones Regional Park	East Bay Regional Park District (EBRPD)
Burton Ridge	East Bay Regional Park District (EBRPD)
Lafayette Ridge	City and East Bay Regional Park District (EBRPD)

SOURCE: COMMUNITY DEVELOPMENT DEPARTMENT, CITY OF LAFAYETTE, 1998

Lafayette is fortunate to be surrounded by an extensive network of open space lands. Residents have long recognized the vital role that open space plays in defining the character of the community and our quality of life. Large open space areas along the ridgelines can include public access and scenic trail opportunities, linking open space areas to community and regional parks. Lafayette's streams and creeks are a unique natural resource that provides riparian areas and aquatic and wildlife habitat, as well as scenic enjoyment.

Goal OS-1: Preserve areas of visual prominence and special ecological significance as Open Space.

Policy OS-1.1 Protection of Major Ridgelines. Preserve Major Ridgelines in their natural state as scenic resources and wildlife corridors.

Major ridgelines are shown on a map on file in the City offices and are illustrated on Map III-1: Hillside Overlay Area.

Program OS-1.1.1: Require a setback from the centerline of Major Ridgelines for all development including roads, grading, fencing, and introduced vegetation other than indigenous native vegetation, wherever feasible. The centerline of a ridge is the line running along the highest portion of the ridge.

Program OS-1.1.2: Limit the height of structures near major ridgelines to a plane sloping downward at a 15-degree declination from the ridge.

Program OS-1.1.3: Require open space, scenic, or conservation easements as conditions of development approval.

Program OS-1.1.4: Designate publicly owned or dedicated open space areas on visually prominent ridgelines with the Open Space Land Use Designation.

Policy OS-1.2 Ridgeline Protection. Protect all ridgelines consistent with their function as scenic resources for the community and as wildlife corridors.

Policy OS-1.3 Conserve a Variety of Open Space Features: Protect areas of special ecological significance, including ridges, hillsides, woodlands, wildlife corridors, riparian areas, steep slopes, prominent knolls, swales, and rock outcroppings.

Program OS-1.3.1: Protect areas of special ecological significance through the use of open space, scenic and conservation easements as conditions of development approval.

Program OS-1.3.2: Require that land dedicated as open space as a condition of development approval be permanently restricted to open space uses by recorded map or deed.

Program OS-1.3.3: Develop a standard Open Space/Scenic and Conservation Easement which requires that dedicated land be restricted to open space uses in perpetuity and which establishes standards for the protection of natural features and open space functions.

Policy OS-1.4 Specific Open Space Use Criteria: Leave in or restore open space areas to their natural state. Limit uses to those with minimal environmental impact.

Program OS-1.4.1: Revise the Zoning Ordinance to require that open space areas be left in their natural state and permit only uses which have minimal environmental impact. Define standards for the protection of natural features and open space functions.

Policy OS-1.5 Open Space for Wildlife Habitat: Preserve, protect, and where necessary, restore open space for wildlife habitat to assure the continued viability and health of diverse, natural animal and plant communities.

Policy OS-1.6 Continuous Open Spaces: Assemble open space areas from contiguous parcels to provide continuous scenic and wildlife corridors wherever feasible.

Program OS-1.6.1: Maintain and update a map Open Space/Scenic and Conservation Easements.

Policy OS-1.7 Open Space for Wildlife Corridors: Assure that adequate open space is provided to permit effective wildlife corridors for animal movement between open space areas, along watercourses, and on ridges.

Program OS-1.7.1: Prepare a study to identify wildlife corridors.

Goal OS-2 Expand the amount of publicly owned open space.

Policy OS-2.1 Open Space Strategy: Develop a strategy to expand public ownership and stewardship of key parcels.

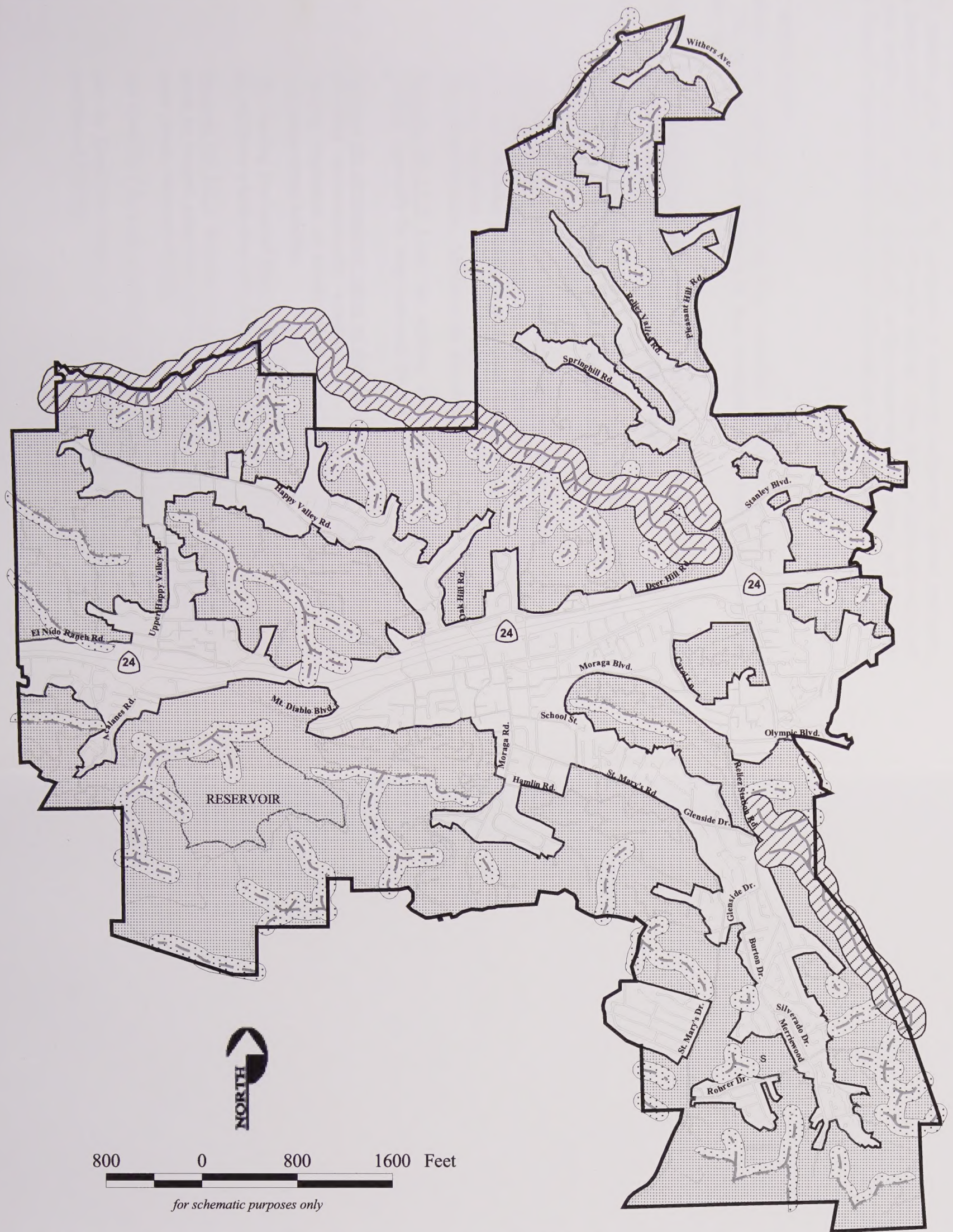
Program OS-2.1.1: Pursue available grants and government funding sources for the acquisition and preservation of open space.

Program OS-2.1.2: Seek dedication of open space through public and private trusts, non-profit organizations, local and regional agencies, special interest groups, and other means.

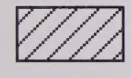
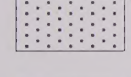
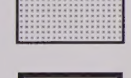
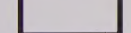
Program OS-2.1.3: Consider placing a measure on the ballot for a tax, assessment, or General Obligation Bond for the purchase of open space.

Program OS-2.1.4: Work actively with neighboring jurisdictions and participate in their public processes to protect ridgelines and prominent open spaces, which can be viewed from Lafayette.

The City considers the EBRPD as the appropriate agency to manage large open space areas and will continue to coordinate future open space dedications, particularly in areas where regional trails are planned. Other smaller private open spaces are protected by scenic and conservation easements.

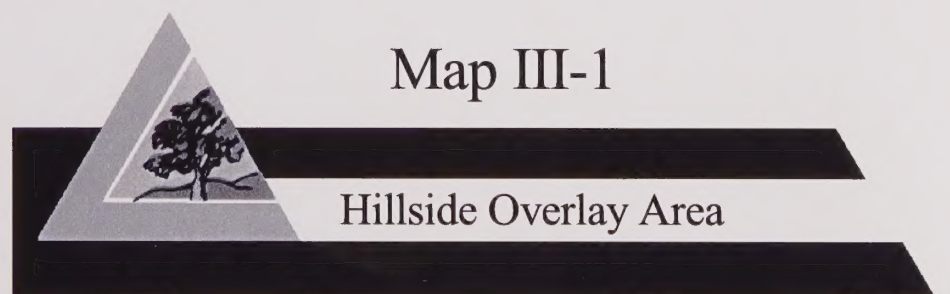


Legend

-  Class I Ridge
-  Class II Ridge
-  Class III Ridge
-  Class I Setback
-  Class II Setback
-  Hillside Overlay District
-  City Limits

Source: City of Lafayette, 2002

Map III-1



Hillside Overlay Area

City of Lafayette General Plan

SECTION II: CONSERVATION

Section II presents goals, policies and programs to conserve Lafayette's natural resources, including plants, animals, soil, scenic views, water and air. Open space policies are mentioned again in this section as they apply specifically to the conservation of scenic and biological resources. Energy conservation and reduction of solid waste are also discussed.

SCENIC RESOURCES

Many hillsides and ridgelines within the City constitute significant natural topographical features. The retention of these hillsides in as near a natural state as feasible is an important community value.

Goal OS-3 Maintain the semi-rural character and beauty of the city by preserving its open and uncluttered natural topographic features.

Policy OS-3.1 Protect natural features of the lands: The character and natural features of hills, steep slopes, riparian areas, woodlands, and open areas will be preserved in as natural a condition as feasible.

Program OS-3.1.1: Ensure that grading does not detract from the natural forms of hillsides and that development retains the ecological characteristics of the site. This includes prominent geological features, individual trees, woodland, riparian vegetation, rock outcroppings, streams, ponds, drainage swales, and other natural features. Minimize the disturbance or removal of vegetation.

Program OS-3.1.2: Limit the scarring and cutting of hillsides caused by grading, especially for long roads and driveways.

Policy OS-3.2 Preserve the predominant views of the hill areas: Require that structures in identified environmentally sensitive areas be substantially concealed by existing vegetation or terrain when viewed from lower elevations, to the maximum extent feasible.

The Viewing Evaluation Map, on file at the City offices, illustrates areas within the city from which views will be considered.

Program OS-3.2.1: Require structures in identified environmentally sensitive areas be located away from prominent locations such as hilltops, knolls and open slopes, wherever feasible.

See Goal OS-1 for policies protecting Major Ridgelines.

See the Land Use Chapter for other policies aimed at protecting the scenic qualities of hillsides.

BIOLOGICAL RESOURCES

Although Lafayette is a mature community located in a developed region of the County, it retains an abundance of valuable biological resources. A large variety of native plant and animal species can be found in open space areas, hillsides, and in riparian areas. Many slopes and undeveloped ridgelines contain native grassland and oak woodlands. Chaparral, a unique plant community composed of dense, mainly evergreen shrubs and small trees, occupies many slopes including the Lafayette Ridge, the Burton Ridge and the Lafayette Reservoir. Along creeks and streams there are riparian woodlands, where a variety of larger oaks, walnut, California buckeye, cottonwood, and bay trees thrive.

Open space areas support a range of animal life including such mammals as the black-tailed deer, opossum, raccoons, gray squirrels, and jackrabbits. Larger species, such as fox, bobcat, coyote and mountain lion can also be found in undeveloped areas.

Riparian areas function both as wildlife corridors and drainage ways. They are particularly important to wildlife, providing travel routes from one habitat to another, cover, water, and a rich supply of foods. This Chapter also seeks to preserve and enhance creeks and their associated vegetation. Undeveloped ridge lands can connect open spaces that contain a variety of vegetation.

The Lafayette Planning Area has thirteen Sensitive Plant Species and ten wildlife species that are classified as sensitive or endangered by either the state or federal government. These are listed in the EIR and in the *General Plan Background Report*.

Groves of trees have become a valuable resource to the community. A number of trees have been identified as “Grand Trees.” A book entitled *Trees for Lafayette* by Russell Beatty lists trees and tree groves which are candidates for designation as “Grand Trees” or “Distinctive Tree Groves.” It is included in the *General Plan Background Report*.

Goal OS-4 Preserve areas with important biotic resources.

Policy OS-4.1 Riparian Vegetation: Preserve, protect, and restore riparian habitat, particularly the native, riparian woodland species and associated understory plants.

Program OS-4.1.1: Maintain creek setbacks required in the zoning code for all structures along the City’s watercourses.

Program OS-4.1.2: Review development proposals for opportunities to require revegetation of riparian areas with plants indigenous to local riparian area. Emphasize plants that have habitat value.

Policy OS-4.2 Ridgelines: Protect native vegetation along ridgelines.

Program OS-4.2.1: Require new planting to be predominantly native species indigenous to the area and appropriate to the immediate plant community, (grassland, chaparral, and oak woodland), within ridgeline protection areas.

Major ridgelines are identified on a map on file at the City offices and are shown on Map III-1: Hillside Overlay Area.

Program OS-4.2.2: Develop and distribute a list of native plants suitable for use in ridgeline plant communities.

See Policy OS-1.6 protecting wildlife corridors for animal movement.

Policy OS-4.3 Woodlands: Preserve existing woodlands and their associated vegetation.

Program OS-4.3.1: Expand the City's *Tree Protection Ordinance* to include protection for significant native trees and woodlands.

Program OS-4.3.2: Require replacement and maintenance of native trees and/or woodland areas when a project results in the loss of woodland habitat. Replace trees accidentally damaged or removed during construction with trees substantially larger than normally required.

Program OS-4.3.3: Consider establishing an in-lieu mitigation program to allow off-site replacement of trees damaged or removed for development.

Policy OS-4.4 The Developed Landscape: Protect important groves of trees and significant existing vegetation. Encourage the planting of native, drought-tolerant and fire-resistant species, as well as the planting of herbaceous species that have a high wildlife value. Avoid the cutting of mature trees.

Program OS-4.4.1: Require that site planning, construction and maintenance of new development preserve existing healthy trees and native vegetation to the maximum extent feasible.

Program OS-4.4.2: Continue to use *Trees for Lafayette* by Russell Beatty as a guide to principles of planting in Lafayette and as a guide to appropriate tree species. Update and reprint the booklet.

Program OS-4.4.3: Emphasize the use of native plants in the public landscape and right-of-way, where appropriate.

Policy OS-4.5 Biotic Resource Analysis: Require a biotic resource analysis prior to development of properties located within, or adjacent to, identified environmentally sensitive areas.

The general location of environmentally sensitive land, which includes riparian areas, wildlife corridors, steep hillsides¹, and major ridgelines, is indicated on Map III-1: Hillside Overlay Area. This map is not intended to be exhaustive, and should be used as a guide to locating environmentally sensitive land in the Lafayette Planning Area. It may be supplemented by additional information provided by specific plans, EIR's and other documents or studies.

Program OS-4.5.1: Require development proposals, for land in or adjacent to an environmentally sensitive area, to develop a Biotic Resource Analysis of the property. This analysis shall determine the presence and location of threatened

¹ Steep hillsides have slopes equal to or in excess of 35 percent.

and endangered plant and animal species, and other information relevant to the preservation of significant biotic resources.

The Biotic Resource Analysis will take place before development proposals are formally accepted as complete by the City. Qualified biologists, arborists, and other professionals will be selected by the City to conduct the Biotic Resource Analysis paid for by the developer. The Biotic Resource Analysis will be used in, and integrated with, the environmental review of the project.

The determination that a Biotic Resource Analysis is required will be made by the Community Development Department staff and can be appealed to the Planning Commission. The Zoning Ordinance and Subdivision Regulations will be amended to include regulations regarding the processing of a Biotic Resource Analysis as a part of development review.

WATER RESOURCES

Lafayette is traversed by several creeks and streams, which are affected by pollution from storm drains and other sources. These creeks, streams and associated ponds and wetlands represent an environmental resource on which wildlife and plants depend.

Two general types of pollutant discharges affect the quality of surface water and groundwater in the Lafayette Planning Area:

- *Point source discharge*, which consists of discharge from a pipe or other device directly into the receiving waters. Discharge of treated wastewater from a sewer plant or an industrial or other commercial building into a stream are common examples. Point sources can be managed through monitoring and treatment methods.
- *Non-point source discharge*, which consists of storm water runoff that runs over streets, parking lots, landscaped areas, and minor watercourses before it reaches a major creek, river or other water body. Runoff can contain litter, debris, soil, and natural and man-made pollutants. Typical pollutants include organic materials that contribute to biochemical oxygen demand, suspended solids, pathogens, sediment from erosion, gasoline additives, oil, grease, nitrogen and phosphorus from chemical fertilizers, animal waste, leached acids from leaves, and pesticides.

Once pollutants from surface runoff reach the receiving waters, they can cause water quality problems similar to those found in municipal and industrial point source discharges.

The Land Use Chapter discusses the supply of potable water in the Growth Management section. The Safety Chapter addresses flooding.

Goal OS-5 Preserve and protect creeks, streams, and other watercourses in their natural state.

Streams, creeks and other riparian areas are considered to be in a natural state when they support their own environment of vegetation and wildlife and have not been concreted or otherwise channeled.

Policy OS-5.1 Stream bank stability: Protect stream bank stability.

Program OS-5.1.1: Ensure that new development does not increase peak flows in watercourses. Where this is not feasible, the increase must be mitigated. Refer also to program S-3.1.1 of the Safety Chapter.

Program OS-5.1.2: Encourage the use of alternative drainage systems that rely on increased retention capacity to lessen or eliminate the need for structural modifications to watercourses wherever possible.

Program OS-5.1.3: In cooperation with the Contra Costa County Flood Control District and the California Department of Fish and Game, develop a long-term management plan for addressing creek bank stability on Las Trampas Creek, Grizzly Creek, and other creeks with bank slumping problems. This plan should identify the location of problem areas and develop a strategy for addressing these problems on a watershed basis. Since responsibility for many problem areas rests with private owners, the City should assist owners in addressing these problems by:

- 1) Compiling a list of stability management practices recommended for the particular stretch of creek.
- 2) Compiling a list of possible contractors available to do the work.
- 3) Investigating potential funding sources including public and non-profit agencies and foundations.
- 4) Expediting the permitting process so that an owner does not need to submit studies and data to local, State, and federal agencies to obtain separate permits.

Program OS-5.1.4: Develop guidelines for the construction and maintenance of watercourses in cooperation with the County and the California Department of Fish and Game. These guidelines should assure that (1) native vegetation is not unnecessarily removed and (2) maintenance minimizes disruption of wildlife breeding activities. Incorporate these guidelines into the City's maintenance procedures, where appropriate.

Program OS-5.1.5: Publish and distribute educational and resource materials such as a Creek Care Guide that provide guidelines for maintaining and improving creeks in an ecologically sound manner.

Program OS-5.1.6: Seek State and federal funding for the repair of stream bank erosion, planting of riparian vegetation to stabilize creek banks, and removal of debris obstructing water flow.

Program OS-5.1.7: Work with private property owners, regional agencies, and organizations in Contra Costa County to restore creek and riparian habitat.

Program OS-5.1.8: Use the City's regulatory powers to preserve and reclaim the natural state of watercourses, reduce runoff and contaminants, and improve water quality for habitat preservation and recreation.²

See Policy OS-4.5 Biotic Resource Analysis for additional measures to protect watercourses and riparian areas.

Policy OS-5.2 Creek Corridors: Provide opportunities for visual and educational access to natural creeks and riparian areas along public right-of-way, where feasible.

Program OS-5.2.1: Prepare and adopt a Creeks Master Plan. The Creeks Master Plan will initially undertake the planning and design of creek corridors along the public right-of-way.

Program OS-5.2.2 Encourage creek access for educational programs. Research the feasibility for developing educational access to public creeks and riparian areas.

Goal OS-6 Improve water quality in watercourses.

Policy OS-6.1 Reduce Watercourse Pollution: Minimize pollutants in storm water runoff.

Program OS-6.1.1: Enforce the Municipal Code prohibiting: (1) the discharge of any substances other than storm water into storm drains and creeks, (2) illicit dumping of wastes into storm drains and creeks, and (3) the dumping of debris and refuse in and near waterways and their riparian areas.

Program OS-6.1.2: Consider adopting the erosion and sedimentation controls described in ABAG's *Manual of Standards for Erosion and Sediment Control*, published in June 1995.

Program OS-6.1.3: Require that new development provide for source control and reduction of pollutants in conformance with the City's *Stormwater Management Program* and other National Pollutant Discharge Elimination System (NPDES) criteria.

Program OS-6.1.4: Require that new development implement measures to control soil erosion and minimize runoff into creeks. As part of project review, include mitigation measures to reduce the potential pollutants in runoff.

² Watercourses are defined as natural or once flowing (perennially or intermittently) water, including rivers, streams, and creeks. Includes natural waterways that have been channelized, but does not include manmade channels, ditches, and underground drainage and sewage systems. Source: The California General Plan Glossary, published by the California Planning roundtable, 1990.

Program OS-6.1.5: Encourage the use of non-polluting herbicides near watercourses.

SOILS

There are no prime agricultural soils being farmed within the City or its Sphere of Influence. Despite the limited agricultural activity in the Lafayette Planning Area, it is important to conserve soils. Soil is removed by wind and water and can be contaminated by chemical spills. Limiting soil erosion contributes to a healthy ecosystem. Soils often lose their protective vegetative cover during construction, particularly during the rainy season, and are washed away filling creeks with sedimentation.

Goal OS-7 Protect and preserve soil as a natural resource.

Policy OS 7.1 Control Soil Erosion: Control soil erosion to prevent flooding and landslides, maintain water quality, and reduce public costs of flood control and watercourse maintenance.

Program OS-7.1.1: Continue to require grading permits for new construction as a part of the development review process. Require soil erosion measures and a revegetation plan.

Policy OS-7.2 Reduce Soil Contamination: Reduce soil contamination from chemicals through careful regulation of the storage, transportation and use of chemicals.

Program OS-7.2.1: Reduce the use of chemical herbicides and fertilizers by the City to the maximum extent feasible. Wherever possible use substitutes that are biologically safe and/or organic.

Refer to the Safety Chapter for policies and programs regarding the storage and transportation of flammable and toxic substances.

WATER CONSERVATION

The East Bay Municipal Utility District (EBMUD), the City's water provider, has sufficient capacity to serve the community's existing and projected future demand. It is nonetheless essential to conserve water. Potable water has become a scarce resource throughout California and it comes at an ever-increasing cost. The Water Conservation Act adopted by the State in 1990 requires cities to adopt a water-efficient landscape ordinance.

Goal OS-8 Reduce per capita water consumption.

Policy OS-8.1 Water Conservation: Develop a water conservation program.

Program OS-8.1.1: Implement the Water Conservation Ordinance which addresses water reclamation and landscaping including:

- Low-flow irrigation systems
- Reducing the amount of turf area

- The use of native plants and other vegetation with low water-use requirements

Program OS-8.1.2: Encourage the use of water-saving devices for residential and commercial uses.

Program OS-8.1.3: Use reclaimed water for irrigation when it becomes available in Lafayette, consistent with the City's recycled water ordinance.

Refer to the Growth Management and Infrastructure Section of the Land Use Chapter for policies regarding potable water supply.

SOLID WASTE REDUCTION

Solid waste is any unwanted or discarded material that is not a liquid or a gas. Common solid wastes include paper, glass, metals, plastics, cloth, food scraps, yard clippings and wood.

There is an acute shortage of suitable landfill sites statewide. California enacted the *Solid Waste Management Act* in 1989, which requires waste disposal in landfills to be reduced by 25 percent by 1995, and by 50 percent by the year 2000. The law also requires local jurisdictions to adopt *Source Reduction and Recycling Plans* that specify how they will achieve solid waste reduction goals.

Goal OS-9: Reduce the volume of solid waste generated in the City.

Policy OS-9.1 Recycling and Reuse of Solid Waste: Comply with State requirements to reduce the volume of solid waste through recycling and reuse of solid waste.

Program OS-9.1.1: Participate in the County's *Source Reduction and Recycling Program*.

Program OS-9.1.2: Purchase goods containing recycled materials and which are themselves recyclable for City use, wherever possible.

Policy OS-9.2 Recycling Drop-off Areas: Encourage on-site drop-off areas for recycling in commercial, office and multifamily residential developments.

Policy OS-9.3 Solid and Hazardous Wastes: Comply with State and Federal requirements regarding reduction of solid and hazardous wastes.

AIR QUALITY

The potential for air pollution in Lafayette is relatively high compared to other portions of the Bay Area. The dilution of pollutants during calm periods is reduced by the surrounding hills, particularly when a temperature inversion occurs. Abundant sunshine and warm temperatures in summer are ideal conditions for the formation of photochemical oxidants, even in the absence of local air pollution sources, since sea breezes often transport contaminants from urban areas west of the City.

The *Bay Area Air Quality Plan* prepared by the Association of Bay Area Governments (ABAG), the Bay Area Air Quality Management District (BAAQMD) and the Metropolitan Transportation Commission (MTC) is the blueprint for meeting the standards required by the federal Clean Air

Act. Such a regional approach is essential to improving air quality, since air pollutants transcend municipal and county boundaries.

Improving air quality at the local level requires coordination between various General Plan chapters. Other chapters of this Plan will have a beneficial effect on air quality. The majority of remaining developable land in Lafayette is located Downtown, near to public transit and the BART station. This Plan encourages multiple family and mixed-use development to occur Downtown, which can reduce the need for automobile travel and the related potential air quality impacts. Other examples are listed below:

- The *Circulation Chapter* encourages public transit, and calls for extending bicycle and pedestrian paths throughout the community. Bicycle and pedestrian-friendly features are required in new developments Downtown.
- The *Open Space and Conservation Chapter* has policies to plant additional street trees, reduce energy use, and encourage open space.
- The *Land Use and Housing Chapters* actively encourage multifamily housing affordable to a range of incomes near to public transit and the BART station.

The policies and implementation programs to improve air quality focus on identifying and mitigating the air quality impacts of projects, particularly in areas near to schools, parks and other sensitive receptors. Measures are also included to assure compliance with regional and State air quality standards.

Goal OS-10: Improve air quality.

Policy OS-10.1 Regional Planning: Work with the Bay Area Air Quality Management District (BAAQMD) to implement the *Regional Clean Air Plan*.

Policy OS-10.2 Air Quality Standards: Seek to comply with State and Federal standards for air quality.

Program OS-10.2.1: Incorporate the provisions of the BAAQMD's *Air Quality and Urban Development: Guidelines for Assessing Impacts of Projects and Plans* into CEQA project review procedures.

Program OS-10.2.2: Revise the Zoning Ordinance to minimize the installation of wood burning fireplaces and stoves.

Program OS-10.2.3: Educate the public on the air quality benefits of natural gas or other clean-fuel burning appliances in residential and commercial buildings.

Program OS-10.2.4: Evaluate new businesses for air pollutant emissions and the storage and handling of hazardous materials.

Program OS-10.2.5: Amend the grading ordinance to include thorough dust control provisions.

Program OS-10.2.6: The City will establish buffers around sites where businesses emit toxic air contaminants and odors. The buffers will be

established consistent with the BAAQMD's Air Quality and Urban Development: Guidelines for Assessing Impacts of Projects and Plans and the regional Clean Air Plan.

Policy OS-10.3 Vehicle Emissions: Improve air quality by reducing the use of single-occupant automobiles.

Program OS-10.3.1: Support regional and local ridesharing programs.

Refer to the Circulation Chapter for additional policies and programs designed to reduce single-occupant automobile trips and to encourage public transit.

ENERGY CONSERVATION

Reducing energy consumption is essential for a sustainable future. The methods typically used by local government include improving the efficiency of transportation systems, encouraging a more compact development pattern, replacing older inefficient fixtures with newer and more efficient equipment, promoting recycling, and promoting the use of renewable energy resources. Local regulations encouraging the use of solar energy for space and water heating involve site planning, building construction and landscaping.

Goal OS-11: Reduce the consumption of non-renewable energy resources.

Policy OS-11.1 Energy Conservation Measures in Buildings: Encourage energy conservation in new development and the retrofit of existing structures.

Program OS-11.1.1: Encourage retrofitting of existing dwellings with energy-saving features by providing information, technical assistance, and other incentives.

Refer to the Housing Chapter for details regarding the Housing Rehabilitation Program.

Program OS-11.1.2: Review and revise, as necessary, regulations to incorporate standards for energy-efficient development, including site orientation, building design, use of materials, landscaping, and solar access.

Program OS-11.1.3: Distribute public-service literature on energy conservation.

Program OS-11.1.4: Include a section on energy conservation in the Design Review Guidelines

Policy OS-11.2 City Services: The City will consider energy consumption impacts when selecting locations and types of services, buildings, and vehicles.

*PARKS, TRAILS
AND RECREATION*

PARKS, TRAILS AND RECREATION

PURPOSE

This chapter addresses the City's existing and future requirements for parks, trails and recreation facilities. It emphasizes coordination with other jurisdictions such as the East Bay Municipal Utility District (EBMUD) and the East Bay Regional Park District (EBRPD), along with City programs to achieve a high quality of City facilities. It provides a policy framework through which we can continue to provide a diversity of recreation opportunities for our community.

REGIONAL RECREATION FACILITIES

Lafayette is fortunate to be surrounded by three large regional facilities:

1. Lafayette Reservoir, located in the southwest corner of the City, is operated by the East Bay Municipal Utility District (EBMUD) and provides a trails system, boat rental, fishing, picnic facilities, group camping and biking.
2. Briones Regional Park, located north of the City limits, is operated by the East Bay Regional Park District (EBRPD) and provides hiking, equestrian, and picnic facilities.
3. Las Trampas Regional Wilderness, located southeast of the City, is also operated by the EBRPD, and provides hiking, equestrian and picnic facilities.

These regionally managed lands provide large areas of open space that are easily accessible to Lafayette residents. They constitute a major part of the beautiful natural setting of the City. However, the lands are only partially linked to each other and public access is limited. Publicly owned parcels along Lafayette Ridge and along Burton Ridge are not contiguous and are accessible only by foot from EBRPD and Lafayette City trails. The City's *Master Trails Plan*, on file at the City offices and at the Parks and Recreation Department, shows several existing and proposed trails to open space areas.

LAFAYETTE PARKS AND RECREATION FACILITIES

The City's park system is made up of three types of facilities: a community center, community parks and neighborhood parks.

COMMUNITY CENTER

Lafayette Community Center: The Lafayette Community Center, 500 St. Mary's Road, is well used by the community and serves as a community gathering place. It provides rooms for community meetings and classes, a large event space, an outdoor roller hockey rink in the parking lot and a fenced tot play area. Lafayette's City Council, commissions and committees utilize the facility for meetings, and the offices of the Parks and Recreation Department are housed there. The facility is also available for rental and is largely self-supporting.

COMMUNITY PARKS

Lafayette Community Park: The Lafayette Community Park, 480 St. Mary's Road, is only partially developed, with a City approved Master Plan to guide further development. Under the Master Plan, 70% of the park will remain in its natural state, preserving riparian habitat, oak woodlands, and the scenic value of the park. Trails will allow access to these nature areas. The southern portion of the park contains the active recreation areas and consists of two high-quality baseball and soccer fields, a children's play area, group picnic facilities and a parking lot for about 81 vehicles, which also serves as a park-and-ride lot.

711 St. Mary's Road Park: The 711 St. Mary's Road Park is used primarily for baseball and has been improved extensively by Little League to include bleachers, batting cages, a snack shack, improved drainage, and refurbished playing surfaces. This park is leased to the Lafayette Little League, which maintains the baseball fields. In addition, the park contains a small building used as a public meeting room.

NEIGHBORHOOD PARKS

Brook Street Park: Located at the corner of Brook Street and East Street, this park consists of a small play area for children and neighborhood picnic facilities.

Leigh Creekside Park: Located at the corner of Moraga Boulevard and 4th Street, this park is within walking distance of the Lafayette-Moraga Regional Trail and adjacent to Las Trampas Creek. By design, Leigh Creekside Park has passive recreation uses including picnic facilities. This neighborhood park was acquired using State funds and funds raised by the immediate neighborhood.

Mildred Lane Park: Located at the end of South Lucille, this park provides a small nature observation area serving the local residents.

TABLE 1
LAFAYETTE PARKS AND RECREATION FACILITIES

Facility	Map Key	Gross Acres	Developed Acres		Existing Recreation and Park Facilities	Proposed Recreation and Park Facilities
			Now	Planned		
Lafayette Community Center	A	8.2	7.5	8.0	Recreation class rooms, Friends of the Lafayette Library, League of Women Voters, meeting rooms, kitchen, tot play area, patio, native garden, Petanque court and roller hockey area	Storage room, additional restrooms, and other amenities
Lafayette Community Park	B	68.0	~6.0	~20.0	Baseball and soccer fields, equipment storage, children's play area, trails, scenic and natural areas, group picnic area, bridges, restroom.	North end improvements including family picnic sites, restrooms, , multi-use trails, nature areas, open lawn play areas, other active recreational uses. A wetland nature area is proposed for the central area and a trails system throughout the park.
711 St. Mary's Road Park	C	11.5	8.5	8.5	Baseball fields, meeting room and picnic area	Master Plan calls for relocation of baseball fields, soccer fields and a concession facility.
Brook Street Park	D	0.38	0.38	0	Children's play equipment and picnic facilities	Complete
Leigh Creekside Park	E	0.6	0.6	0	Nature study and picnicking	Complete
Mildred Lane Park	F	0.10	0.10	0.10	Nature observation bench and native landscaping	Complete
Total Existing Acreage		88.8	23.08	36.1		
Acreage Required to meet standard of 5 acres per 1000		135.00	---	---		
Acreage Deficit		(46.2)	---	---		

SOURCE: COMMUNITY DEVELOPMENT DEPARTMENT AND THE PARKS, TRAILS AND RECREATION DEPARTMENT, CITY OF LAFAYETTE, 1998

TRAILS

Trails offer scenic views, commute alternatives and recreational opportunities. Lafayette has an extensive system of trails provided by the City, the East Bay Regional Park District, and the East Bay Municipal Utilities District.

The Lafayette-Moraga Regional Trail – the first "rails to trail" conversion of its kind (dedicated 1978) - is maintained by the East Bay Regional Parks District and extends southward from the trail head at Olympic Boulevard and Reliez Station Road to the Town of Moraga. The East Bay Municipal Utility District maintains an extensive network of trails adjacent to the Lafayette Reservoir. The City maintains a number of neighborhood trails including the Walter Costa Trail, the Petar Jakovina Trail, the Silver Springs Loop, the Springhill Valley Trail, The Moraga Road to the Reservoir Trail and the Rohrer Drive Trail.

The existing trails, although primarily for hiking, allow for some cycling and equestrian use. This system could be enhanced with additional connections. The *Lafayette Master Trails Plan* on file at the City offices and the Parks and Recreation Department shows the complete system with additional connections.

The trails system as shown on the *Lafayette Master Trails Plan* provides access to public places and to scenic vistas that represent a significant natural amenity to the community. Where feasible, the proposed trails interconnect, providing a continuous trails system.

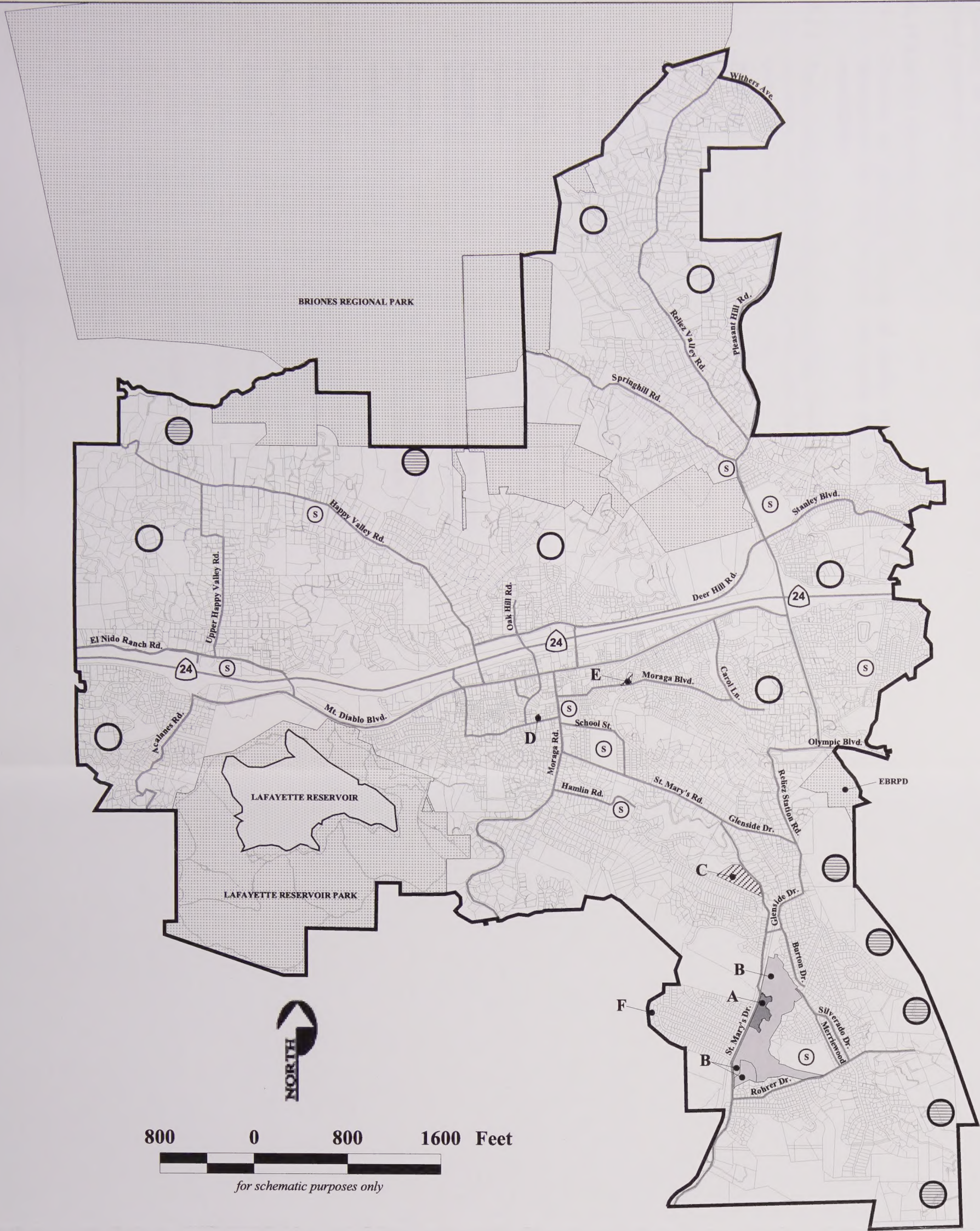
Refer to the Circulation Chapter for a discussion of bikeways and walkways.

PLANNING FOR FUTURE PARKS, TRAILS AND RECREATION FACILITIES

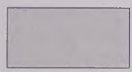
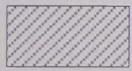
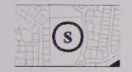
According to the standard of five acres for each one thousand persons, the City presently has a shortage of about 46 acres of parkland. While new development (i.e., subdivisions) will be required to supply parkland at this ratio, this cannot address the entire deficit. The City recognizes that it must continue to identify specific recreation needs, possible park and trail locations, and appropriate funding sources. Previous planning efforts for individual park facilities have underscored the need for a comprehensive, city-wide park plan.

As Lafayette's demographics change, there will be increased demand for certain recreation facilities. In recent years, the number of school-age children has grown and population trends point to further growth in the youth segment. Meanwhile, past public school closures (Ellis, Burton, Montecito and Vallecito Schools) have reduced the number and type of recreation facilities. Consequently, the City's playing fields are now used to capacity by organized sport groups, such as the Lafayette Moraga Youth Association (LMYA), the Lafayette Moraga Soccer Club (LMSC), and the Lafayette Little League. This demand is only expected to increase. The City has concluded that for the time horizon of this plan, there will be a persistent need for additional playing fields for soccer, baseball, roller hockey and lacrosse. Map IV-1: *Parks and Recreation Facilities* shows recommended general locations for additional parkland and recreation facilities.

The City lacks adequate funds for all needed parks, trails and recreation improvements identified in this Plan, including the acquisition of additional parkland. Funding to date has come from grants, gifts, parkland dedication fees and bond measures. Acquisition and development of future parks are also expected to rely on outside funding sources. The City will continue to work



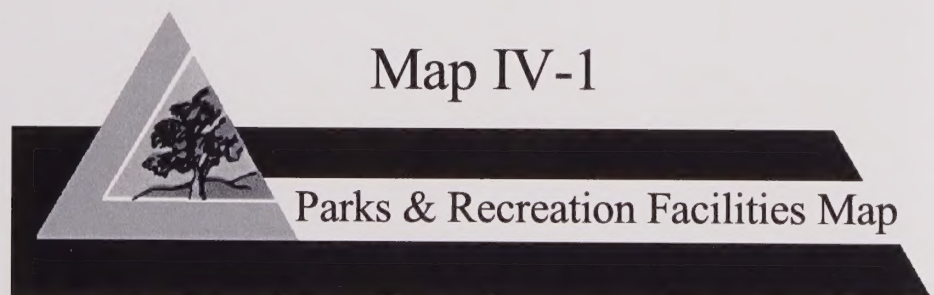
Legend

- | | | | |
|--|--|---|-----------------------------------|
|  | Land Owned and Managed by Other Agencies |  | Proposed Open Space* |
|  | Community Center |  | Proposed Recreational Facilities* |
|  | Community Park | <u>Parks (City)</u> | |
|  | Neighborhood Park | A. Lafayette Community Center | |
|  | Schools | B. Lafayette Community Park | |
| | | C. 711 St. Mary's Road Park | |
| | | D. Brook Street Park | |
| | | E. Leigh Creekside Park | |
| | | F. Mildred Lane Park | |
| | | <u>Parks (Other Agencies)</u> | |
| | | Briones Regional Park | |
| | | Lafayette Reservoir Park | |

*Identifies GENERAL, non-site specific locations of future facilities

Source: City of Lafayette, 2002

Map IV-1



Parks & Recreation Facilities Map

City of Lafayette General Plan

with the EBRPD to acquire open space and trail easements for Lafayette Ridge and Burton Ridge, and to acquire any suitable lands that may unexpectedly become available over time. While pursuing its planned development of parklands, the City should capitalize on unanticipated opportunities when they arise.

GOALS, POLICIES AND PROGRAMS

Goal P-1 **Provide an attractive system of parks, trails and recreation facilities throughout the City to meet the needs and interests of all ages and capabilities.**

Policy P-1.1 Parks, Trails and Recreation Master Plan: Existing and future parks, trails and recreation facilities will be acquired and designed in accordance with a comprehensive, community-wide vision.

Program P-1.1.1: Prepare and adopt a *Parks, Trails and Recreation Master Plan*.

The Parks, Trails and Recreation Master Plan will include standards for parks, trails and recreation facilities. The Plan will address the need for active and passive recreation facilities and the distribution of facilities throughout the City. It will build on the Lafayette Master Trails Plan (adopted in 1983), the Community Center Master Plan (adopted in 1984), the Community Park Master Plan (adopted in 1988), and the 711 St. Mary's Road Park and Recreation Master Plan (adopted in 1991).

Program P-1.1.2: Actively solicit public participation in the selection and design of, and facilities planning for, existing and future parks, trails and recreation facilities.

Program P-1.1.3: Work with other public and private agencies and groups to acquire, develop, operate, and maintain parks, trails and recreation facilities.

Program 1.1.4: Seek to acquire and develop neighborhood parks throughout the city, and particularly in those areas and neighborhoods that are comparatively underserved by parks.

Policy P-1.2 Park Planning and Design: Develop a system of high quality, well designed parks and recreation facilities that take advantage of the City's semi-rural character.

(See Map IV-1: Park, Trails and Recreation Facilities.)

Program P-1.2.1: Plan parks subject to the following criteria:

- a) distribution of parks and/or open space areas on a neighborhood basis
- b) natural setting and scenic beauty
- c) relationship to the existing and proposed parks and trails
- d) natural resource protection
- e) recreational opportunities
- f) operating and maintenance costs

g) accessibility of the park to pedestrians and cyclists

Program P-1.2.2: Ensure that the development and maintenance of parks and public recreation facilities are consistent with the goals and policies related to visual impact contained in the *Land Use and Open Space Chapters*.

Policy P-1.3 Parkland Standard: Provide parks and recreation facilities in accordance with standards and practices appropriate to a semi-rural and largely built-out residential community.

Program P-1.3.1: Use the standard of five acres of parkland per 1,000 residents for the dedication, acquisition, and improvement of parkland pursuant to the provisions of the Quimby Act. (Government Code §66477)

Program P-1.3.2: Maintain a separate fund for the collection and accounting of Parkland Dedication in lieu fees as required by the Quimby Act.

Program P-1.3.3: Conduct a thorough analysis of geoseismic and other related potential hazards before City acceptance of dedications of land for park or open space. Identified hazards shall be fully repaired and/or financial protection provided to the City for liability before acceptance of land.

Policy P-1.4 Operate, Maintain and Improve Facilities: Operate, maintain and improve facilities, as needed, to achieve high-quality and good design.

Program P-1.4.1: Prepare an annual report to the City Council on the status of acquisition and improvement of parks, trails and recreation facilities. The report shall include a list of existing and proposed projects, associated costs and sources of funding. The report should also identify what additional actions may be necessary to implement the policies of this chapter.

Program P-1.4.2: Include expansion and improvement of the City's parks, trails and recreation facilities in the Capital Improvement Program.

Policy P-1.5 Fund Operation, Maintenance and Improvements: Fund operation, maintenance and improvements for parks, trails and recreation facilities through a variety of funding mechanisms outside the General Fund.

Program P-1.5.1: Outline in the *Parks and Recreation Master Plan* potential sources and strategies for funding capital projects and for acquiring, operating and maintaining recreation facilities, parks, and trails.

Goal P-2 Provide recreational, educational, and cultural programs to meet the needs and interests of all age groups.

Policy P-2.1 Community Center: Maintain the Community Center as a multi-use facility available for recreational, educational, and cultural programs and civic and community activities.

Policy P-2.2 Locate programs throughout the community: Locate recreational, educational and cultural programs throughout the community to provide convenient access and local support.

Program P-2.2.1: Work with school districts, civic organizations, and business groups to provide additional programs throughout the community to serve community needs and interests.

Goal P-3 *Implement the Lafayette Master Trails Plan.*

Policy P-3.1 Complete the Trail System: Complete the trail system as shown on the *Lafayette Master Trails Plan* on file at the City offices and the Parks and Recreation Department.

Program P-3.1.1: Work with the East Bay Regional Parks District (EBRPD), East Bay Municipal Utility District (EBMUD), Contra Costa County, adjacent cities, regional trail groups and other public agencies on trail planning issues.

Program P-3.1.2: Construct trails according to the standards established by the *California Trails Manual* and EBRPD standards.

Program P-3.1.3: Incorporate trails development in the City's Capital Improvement Program (CIP).

Program P-3.1.4: Where development is proposed on a parcel that includes a planned or proposed trail as shown on the *Lafayette Master Trails Plan*, the applicant shall be required to provide an easement or dedicate public right-of-way that can be used to construct a public trail per the *Lafayette Master Trails Plan*.

Program P-3.1.5: Require easement surveying and permanent marking as a condition of approval.

Program P-3.1.6: Periodically review and update the *Lafayette Master Trails Plan*.

Policy P-3.2 Design of Trails: Locate and design trail routes to the following criteria:

- a) Emphasis on scenic qualities
- b) Use and enjoyment by neighborhoods and City residents
- c) Connection with local and regional open space areas, parks, points of interest, and community facilities

Policy P-3.3 Local Use: Encourage residents to use the trail system.

Program P-3.3.1: Continue to prepare, update and distribute maps of neighborhood trails for local use.

HOUSING

PURPOSE

The Housing Chapter is a statement of Lafayette's vision regarding existing and future housing needs. This Housing Chapter has been prepared, as part of the City's comprehensive General Plan update, to meet recent changes in the City's population and housing needs.

The Housing Chapter consists of two major sections. Section I contains the goals, policies and implementation programs. Section II contains an analysis of the housing needs of all economic segments of the community. The goals and policies in Section I are based on the needs identified in Section II.

The single most important goal of the Lafayette Housing Chapter is to achieve an adequate supply of safe, decent housing for all residents of Lafayette. In order to achieve this goal, the policies and programs of the Housing Chapter address several major issues:

- Maintaining and preserving the existing housing stock
- Retaining the character of Lafayette's residential neighborhoods
- Meeting the City's regional housing needs allocations
- Providing additional affordable housing, particularly for senior citizens and young families

The Housing Chapter addresses the requirements of California Government Code §65583. The format of the Housing Chapter follows very specific State guidelines with respect to the subjects covered and the data that is analyzed.

The City has a commitment to Lafayette residents to maintain the identity and quality of the residential neighborhoods. At the same time, the City also recognizes that it must try to meet its share of regional housing needs. The Housing Chapter articulates Lafayette's housing goals in relation to the constraints to housing development and to the housing market. The element establishes policies to guide decision-makers and implement comprehensive programs to meet community housing needs.

The Housing Chapter was adopted by the City Council in March 1994, and submitted to the California Department of Housing and Community Development (HCD) for their review of compliance with State Housing Law. This Chapter was subsequently revised in 1996 in response to HCD's comments, and then again in 1998 to include a policy and programs on the design and

site criteria for senior housing. A timeline tracking the revisions to the Housing Chapter since its adoption in 1994 is provided below:

March 1994	City Council adopts the <i>Housing Chapter</i> by Resolution No. 16-94.
June 1995	The City submits the adopted <i>Housing Chapter</i> to HCD.
October 1995	HCD finds that revisions are required to bring the Chapter into compliance with State Housing Law.
June 1996	The City submits a revised <i>Housing Chapter</i> to HCD.
July 1996	HCD states that when the <i>Housing Chapter</i> with revisions is adopted by the City Council, it would comply with State Housing Law.
August 1997	The City completes a <i>Senior Special Needs Housing Assessment and Feasibility Study</i> that analyzes the market for senior housing, identifies the types of senior housing most appropriate for the city and identifies potential sites for a senior housing project.
December 1997	The General Plan Advisory Committee (GPAC) reviews the <i>Senior Special Needs Housing Assessment and Feasibility Study</i> and recommends that flexible development requirements for Senior Housing be added to the adopted <i>Housing Chapter</i> . The Planning Commission and City Council subsequently approve such revisions.
April 1998	The City sends HCD the <i>Housing Chapter</i> containing all of the revisions to date.
May 1998	HCD reaffirms its 1996 findings that the proposed revision to the <i>Housing Chapter</i> meets State Housing Law.
July 2001	The City sends HCD the <i>Housing Chapter</i> containing all of the revisions to date.
September 2001	HCD responds with suggestions that additional changes be made to the <i>Housing Chapter</i> to bring it into compliance with State law.

RELATIONSHIP OF THE HOUSING CHAPTER TO THE GENERAL PLAN

The *Housing Chapter* is one of seven required general plan elements and is an integral part of the Lafayette General Plan. Since the majority of Lafayette's land use is in housing, the Housing Chapter is a key component of the City's future plans.

State law provides direction on how cities can maintain the General Plan as a policy guide by requiring the Planning Division to report annually to the City Council on "the status of the plan and progress in its implementation" (Government Code Section 65400 [b]). State law (Section 65588 [b]) further provides that "the housing element shall be revised as appropriate, but not less than every five years, to reflect the results of this periodic review". As required by the State, the current planning period extends from July 1, 2001 through June 30, 2006.

The analysis section of the Housing Chapter takes a 15-year perspective, whereas the policies and programs are based on a five-year time frame. In this fashion, a review of actual results of the previous housing goals, objectives, policies and programs can be developed by the City every five years to comply with State law.

Consistency of the Housing Chapter with the other elements of the City's General Plan is essential to having a complete and legally adequate General Plan. This updated Housing Chapter has been prepared in conjunction with a comprehensive revision of the City's General Plan.

The amount of residential growth projected in this element is consistent with the Growth Management Section of the *Land Use Chapter*. The majority of additional residential growth will take place in the Downtown and on a small number of vacant and underdeveloped lots scattered throughout the city.

SUMMARY OF FINDINGS

Listed below are several principal findings of the Housing Background Section of this Chapter. The data in this Chapter has been taken from the 2000 Census, the 1990 Census (for data not yet available in the 2000 Census) and ABAG's 2002 projections:

- Lafayette's population has increased steadily since the 1960's, with the greatest population increase occurring during the period from 1960 to 1970.
- Population growth is projected by ABAG to increase by less than 5 percent during the periods 2000-2005 and 2005-2010. ABAG projects the population to increase by 6.5% between 2010 and 2025.
- Since 1970, the number of persons per household has remained relatively stable.
- Minorities represent a relatively small but growing proportion of the city's population, with persons of Asian origin accounting for the largest increase. In 2000, the Asian population accounted for 8.4% of Lafayette's population.
- Lafayette's mean household income in 2000 of \$143,300 is higher than the Contra Costa County mean household income of \$86,500, and is projected to remain higher than the County's income in the future.
- According to the 1990 Census, approximately 9 percent of Lafayette's households are low income and approximately 13 percent are very low income. This portion of the community experiences difficulty in affording adequate housing.
- A relatively large proportion (22 percent) of Lafayette's housing units are occupied by persons 65 years of age or older.
- Groups with special housing needs include the disabled and single-parent households. There is not sufficient housing in Lafayette to meet the specific needs of these groups.
- The total number of new jobs in Lafayette is projected to increase by 8 percent between 2000 and 2010. This will have a beneficial effect on the jobs/housing ratio, but may increase the demand for affordable housing.
- The Association of Bay Area Governments (ABAG) distributed Draft Regional Housing Needs Determination (RHND) numbers on June 1, 2000. The needs determination numbers for Lafayette are for 194 additional units for the period 1999-2006, consisting of 105 units affordable to above-moderate-income households, 42 units affordable to moderate income households, 17 units affordable to low-income households, and 30 units affordable to very-low income households.
- Lafayette continues to be a predominantly single-family residential community. During the period 1980-1998, 618 single-family and 87 multi-family units were built.
- The City of Lafayette contains approximately 1,761 acres of residentially zoned land, which could accommodate a maximum of another 1,026 dwelling units.

SECTION I - HOUSING GOALS, POLICIES AND PROGRAMS

Goal H-1 **Conserve and improve the existing housing supply to provide adequate, safe, and decent housing for all residents, with emphasis on maintaining the semi-rural character of the City.**

Policy H-1.1 Housing Rehabilitation: Pursue available funding for the preservation and rehabilitation of viable older housing to preserve neighborhood character and retain a supply of housing units for all income categories.

Program H-1.1.1: Rehabilitation/Preservation Program: In cooperation with the Contra Costa County Housing Authority (CCCHA), participate in the Neighborhood Preservation Program which provides low interest loans for the rehabilitation of homes owned or occupied by low- to moderate-income households. The City will improve citizen awareness of this rehabilitation loan program by a) making pamphlets on this program available at City Hall and at the public library; b) contacting neighborhood groups in older residential areas with this information; and c) continuing building code enforcement through the County's Building Division. Use funding sources such as the Deferred Payment Rehabilitation Loan Program (DPRLP) to implement this program.

Responsibility: Planning Division

Financing: City and State funds

Scheduling: December 2003

Program H-1.1.2: Code Enforcement Program: Develop a code enforcement program to encourage the rehabilitation and/or elimination of physically obsolete and substandard housing.

Responsibility: Planning Division

Financing: City

Scheduling: Annually as an ongoing program

Policy H-1.2 Conversion of Residential Units: Discourage the conversion of older residential units to other uses.

Program H-1.2.1: Maintenance of Existing Residential Zoning: Retain existing residential zoning and revise the Zoning Ordinance to disallow commercial uses, other than residential businesses, in these zones. Continue to require architectural review of non-residential structures (e.g. schools, churches, fire houses, police stations, utility structures) in residential zones to ensure conformity with existing neighborhood character.

Responsibility: Planning Division

Financing: City Funds

Schedule: Ongoing

Program H-1.2.2: Conversion of Housing Units Downtown: Develop an inventory of residential units which have been converted to non-residential uses without the required permits and in violation of the Zoning Ordinance in the C, C-1, SRB, and RB zoning districts. Work with property owners to convert and reclaim these units back to their original residential use.

Responsibility: Planning Division

Financing: City

Scheduling: Annually as an ongoing program

Policy H-1.3 House Sharing: Encourage and facilitate house-sharing programs for seniors.

Program H-1.3.1: Shared Housing Programs for Seniors: Contact the Shared Housing Association in Contra Costa County to determine whether the Association would be interested in implementing such a program in Lafayette.

Responsibility: Planning Division

Financing: City to apply for available funding; Non-profit organization to implement the program.

Scheduling: September 2003

Policy H-1.4 Condominium Conversions: Continue to limit conversion of existing rental housing units to market rate condominiums. Conversion to limited equity cooperatives and other innovative housing proposals that are affordable to low and moderate-income households are permitted.

Program H-1.4.1: Condominium Conversions: Consider amendments to the existing condominium conversion regulations (Chapter 32 of Title 6 of the Municipal Code). Amendments that would be considered include exemption of limited equity residential cooperatives that provide long-term affordability for the units; requirement of relocation assistance by the proponent when units are converted; and requirement of first right of refusal by occupants. Periodically review the provisions of the Condominium Conversion Ordinance to ensure that it adequately protects the existing rental housing stock.

Responsibility: Planning Division

Financing: City

Scheduling: Periodic review, amendments as required

Policy H-1.5 Energy Conservation Improvements: Promote available energy conservation programs, which provide assistance for energy conservation improvements.

Program H-1.5.1: Energy Conservation Program: Provide information on programs which provide assistance for energy conservation improvements for public distribution.

Responsibility: Planning Division

Financing: City

Scheduling: December 2003

Policy H-1.6 Expansion of Homes in Existing Neighborhoods: Review the Zoning Ordinance to ensure that it adequately requires the remodel or expansion of homes to be in keeping with the character of the surrounding neighborhood.

Program H-1.6.1: Review existing zoning regulations that protect existing smaller units: Review and revise the Zoning Ordinance, as necessary, to ensure that adequate protection exists to prevent the replacement of small, affordable units with larger and more expensive units, that are not in keeping with the character of the neighborhood.

Responsibility: Planning Division

Financing: City

Scheduling: June 2004

Program H-1.6.2: Capital Improvement Program: Provide for annual review by the Planning Commission and City Council of the City's Capital Improvement Program (CIP) to determine what special priorities are needed for capital improvement projects required to maintain the community's older residential neighborhoods. Review of the CIP shall also include verification that areas needing improvement are scheduled for funding to address these needs at a specific time in the future.

Responsibility: Community Development Department

Financing: City

Scheduling: Annually as an ongoing program

Goal H-2 Facilitate and encourage the development of diverse housing types and additional affordable housing units to accommodate a diversity of Lafayette citizens in terms of age and socio-economic background and to meet regional housing needs as quantified in this Chapter.

Policy H-2.1 Mixed Use: Encourage the development of residential uses in commercial areas where the viability of the commercial activities would not be adversely affected.

Program H-2.1.1: Housing Rehabilitation in Non-Residential Areas: Continue to permit new housing units and housing rehabilitation in commercial zoning districts subject to approval of a land use permit as specified in the Zoning Ordinance.

Responsibility: Planning Division

Financing: City

Scheduling: Ongoing

Policy H-2.2 Limited Equity Cooperatives and Sweat Equity Projects: Encourage limited equity residential cooperatives and other non-profit enterprises such as sweat-equity projects designed to provide affordable housing, consistent with the City's zoning regulations.

Program H-2.2.1: Limited Equity Cooperatives: Seek sponsors to utilize State funds to develop a limited equity cooperative (LEC). Specific City actions to achieve this objective include assessing the viability and process of establishing an LEC; making such information available at the Planning Division; seeking cooperation and support for this program with the Contra Costa County Housing Authority and non-profit housing organizations in the Bay area such as Bridge and Eden Housing; and identifying potential sites for a LEC.

Responsibility: Planning Division and CCCHA

Financing: City

Scheduling: December 2004

Policy H-2.3 Large Scale Commercial and Office Projects: Consider impacts on housing demand in the environmental review process of large-scale commercial and office projects.

Program H-2.3.1: Housing Impacts of Employment-Generating Uses: Identify housing impacts and appropriate mitigation measures for employment-generating commercial, office and industrial developments. Require developers to either build housing units and/or contribute to the Housing Fund pursuant to a Housing Impact Fee.

Responsibility: Planning Division

Financing: City

Scheduling: Ongoing

Policy H-2.4 Regional Housing Needs: Provide for additional housing by encouraging the construction of multi-family housing to meet the City's regional housing needs.

Program H-2.4.1: Multi-family Units in the Downtown Area: Review and revise the C, C-1, RB and SRB zoning districts to facilitate the construction of multi-family residential uses. The maximum permissible residential density, inclusive of density bonus provisions, shall be 35 dwelling units per acre. Densities above 24 dwelling units per acre shall be permitted only with the provision of a density bonus pursuant to H-3.4.1 and/or H-3.4.2. Include measures to provide protection from excessive noise, dust, odor and other quality of life criteria. Review and consider revisions to height limits and parking standards to account for day/night uses and combined parking facilities. Allow ground floor residential uses when not located on the Mt. Diablo Boulevard frontage. Consider the height, bulk and design of a development when determining its impacts on the surrounding area.

Responsibility: Planning Division

Financing: City

Scheduling: June 2004

Policy H-2.5 Second Dwelling Units: Continue to facilitate the construction of second dwelling units, pursuant to the City's Second Unit Ordinance.

Program H-2.5.1: Second Dwelling Unit Construction: Review the existing Second Unit Ordinance and the number of such units that have been built in the past three years to determine what modifications of this section of the Zoning Ordinance may be required to increase the number of these units constructed. Review the Second Unit Ordinance for compliance with amendments to Government Code §65852.1 and §65852.2. Consider fast track processing for units meeting established standards.

Responsibility: Planning Division

Financing: City and Housing Developers

Scheduling: June 2003

Policy H-2.6 Manufactured Housing: Allow placement of manufactured housing units on permanent foundations in existing developments.

Program H-2.6.1: Manufactured Housing: Review standards for placement of manufactured housing units on permanent foundations in existing developments, and amend the Zoning Ordinance accordingly. Require that these structures conform to the City's design review guidelines. Provide information and assistance to developers and private citizens interested in the use of manufactured housing components for residential expansion, conversion, or rehabilitation.

Responsibility: Planning Division

Financing: City

Scheduling: December 2004

Policy H-2.7 Infill Housing: Encourage private housing development on existing infill sites in order to efficiently utilize existing infrastructure.

Program H-2.7.1: Infill Sites: Develop and maintain an inventory of vacant and/or underdeveloped residential land, distinguishing between land within the City limits and land within the City's Sphere of Influence. Provide copies of the inventory for public distribution.

Responsibility: Planning Division

Financing: City

Scheduling: Ongoing

Policy H-2.8 Redevelopment Agency: Consider the use of the Redevelopment Agency to implement housing programs, particularly those related to very-low to moderate-income housing.

Program H-2.8.1: Housing Rehabilitation: Utilize redevelopment funds to assist in the rehabilitation and conservation of existing multiple family units. Work with owners to ensure some units remain at below market rents.

Responsibility: Planning Division

Financing: City

Scheduling: Annually as an ongoing program

Goal H-3 Expand affordable housing opportunities for persons with special housing needs such as the elderly, developmentally disabled, households with very low to moderate incomes, and first time home buyers.

Policy H-3.1 Available Funding Sources: Utilize County, State and federal programs and funding sources that provide housing opportunities for very low to moderate-income households.

Program H-3.1.1: Affordable Senior Housing: Identify an area or parcel(s) of land suitable for senior housing funded by a HUD 202 or similar program. Work with developers to facilitate obtaining funding and construction of senior housing on this site, including the use of \$1,000,000 from the Redevelopment Agency's Low and Moderate Income Fund.

Responsibility: Planning Division

Financing: City

Scheduling: September 2003

Program H-3.1.2: Housing Fund: Create a Housing Fund with contributions of funds collected from private and public sources to implement and/or supplement the City's housing programs. Consider funding programs specifically designed to make housing available to moderate-income Lafayette residents. Use of the Housing Fund will be governed by guidelines as set out in the Municipal Code. There are several possible sources and uses of this fund. Loans, grants, developer fees and other funding sources could be used to reduce the cost of land acquisition and construction for affordable housing, and to prevent and reduce homelessness.

Responsibility: Planning and Finance, City Manager

Financing: City and other sources listed above

Scheduling: June 2004

Program H-3.1.3: Tax-Exempt Financing: Require developers utilizing tax-exempt financing to include language in agreements with the City permitting persons and households eligible for HUD Section 8 rental assistance or Housing Voucher Holders to apply for below-market-rate units provided in the development.

Responsibility: Planning Division

Financing: City and housing developers utilizing tax-exempt revenue bonds.

Scheduling: Ongoing

Program H-3.1.4: Available Funding: Support efforts to obtain available State and federal assistance to develop affordable housing both for seniors, large households and households with children. Support efforts to apply for the HCD's HOME Program and CFHA Rental Assistance Program. Although federal assistance for new construction is unavailable at the present time, the City may take advantage of any funds that may become available in the future. Encourage additional affordable units through, for example, developer agreements, revenue bonds, and the Senior Citizens Shared Housing program.

Responsibility: Planning Division
Financing: CFHA Rental Assistance Program and other State and federal sources
Scheduling: September 2003

Program H-3.1.5: Housing Impact Fee: Consider the adoption of a housing impact fee to be imposed on all new development. Exempt from the Housing Impact Fee developments providing affordable housing. Funds collected shall be used to facilitate the development of affordable housing.

Responsibility: City Council and Planning Division
Financing: New Development
Scheduling: June 2004

Policy H-3.2 Senior Housing: Provide opportunities for senior housing.

Program H-3.2.1: Senior Housing Planned Development: Consider creating a Planned Unit Zoning District for senior housing. Include criteria that protect neighborhood character and assure good design, and which may include flexible parking and setback requirements, and density bonuses, where applicable.

Responsibility: Planning Division
Financing: City
Scheduling: September 2003

Policy H-3.3 Housing for the Disabled: Continue to facilitate housing for disabled persons.

Program H-3.3.1: Accessible Units for the Physically Disabled: Revise the Zoning Ordinance to require at least 5 percent of new multi-family residential projects to be built for disabled persons consistent with federal and State laws and 20 percent of all ground floor units in apartments and condominiums to be handicapped accessible. Continue to make a good faith effort to facilitate the construction of the remaining eight special needs housing units, pursuant to the 1995 Redevelopment Settlement Agreement.

Responsibility: Planning Division
Financing: City
Scheduling: December 2003

Program H-3.3.2: Housing for Persons with Disabilities: Analyze and determine whether there are constraints on the development, maintenance and improvement of housing intended for persons with disabilities, consistent with Senate Bill 520 enacted on January 1, 2002. The analysis will include an evaluation of existing land use controls, permit and processing procedures and building codes. If any constraints are found in these areas, the City will initiate actions to address these constraints, including removing the constraints or providing reasonable accommodation for housing intended for persons with disabilities.

Responsibility: Planning Division

Financing: City/RDA

Scheduling: Evaluation January 2003. If constraints are found, subsequent actions will be taken within six months of the evaluation.

Policy H-3.4 Density Bonus: Provide a density bonus to projects that provide a required percentage of total units affordable to very-low and low-income households and for units meeting the special housing needs identified in this Element.

Program H-3.4.1: Density Bonus Regulations: Revise the Zoning Ordinance to comply with the density bonus provisions of Government Code §65915-65918 requiring the granting of a density bonus of 25 percent and an additional financial incentive, or financially equivalent incentive(s), to a developer of housing agreeing to construct at least a) 20 percent of the units for low-income households; or b) 15 percent of the units for very-low income households; or c) 50 percent of the units for senior citizens.

Responsibility: Planning Division

Financing: City and developers

Scheduling: December 2003

Program H-3.4.2: Very-Low and Low Income Density Bonus: Amend the Zoning Ordinance to remove constraints to the construction of affordable housing. Amend the ordinance as follows:

- a) permit a density bonus for projects with more than 25 percent of the units affordable to very-low and low income households;
- b) the number of very-low and low income units would be specified in the Zoning Ordinance, taking into account such factors as: project size, the density bonus requested pursuant to this program, and reduction in city fees and/or other city requirements; and
- c) apply this program to commercial zoning districts.

Responsibility: Planning Division

Financing: City and developers

Scheduling: December 2003

Policy H-3.5 Resale and Rental Controls on Below Market Rate Units: Require resale and rental controls on Below Market Rate (BMR) units.

Policy H-3.6 Large Families: Recognize the need for providing multi-family housing for large families.

Policy H-3.7 Emergency and Transitional Housing: Allow emergency and transitional shelter within the City as a permitted use in the C-1 (General Commercial) Zoning District as shown on Map V-1 Emergency and Transitional Housing Sites.

Program H-3.7.1: Emergency and Transitional Housing: Revise the Zoning Ordinance to permit an emergency and transitional housing facility as a permitted use in the General Commercial Zoning District 1 (Zoning Map symbol C-1), which covers the area shown in Map V-1 in accordance with Government Code §65583. Require that the Uniform Housing Code (UHC) Space and Occupancy Standards be applied to shelters pursuant to Health and Safety Code §50807. Design Review approval shall also be required prior to issuance of a building permit.

Responsibility: Planning Division

Financing: City

Scheduling: June 2004

This use would be allowed by right and without a use permit in the C-1 Zoning District. Design review would apply to issues such as lighting, fencing, and building design where new construction is involved. Flexible parking requirements would apply to such facilities, which would allow reduced parking requirements to be applied on the basis that many of the residents of such a facility would not have a vehicle.

Policy H-3.8 Inter-Agency Cooperation: Work with private, County, and State agencies to provide emergency housing for the homeless.

Program H-3.8.1: Ongoing Estimates of the Demand for Emergency Housing: Consult with the Lafayette Police Department and the Contra Costa County Task Force on Homelessness to maintain ongoing estimates of the demand for emergency housing in Lafayette.

Responsibility: Planning Division

Financing: City

Scheduling: Ongoing

Program H-3.9.1: First Time Home Buyers: Include in the density bonus provisions of the Zoning Ordinance incentives for the provision of housing units affordable to first time home buyers who need or qualify for affordable housing.

Responsibility: Planning Division

Financing: City

Scheduling: December 2003

Goal H-4 **Promote housing opportunities for all persons regardless of race, age, gender, sexual orientation, marital status or national origin.**

Policy H-4.1 Equal Housing Opportunity: Continue to facilitate non-discrimination in housing in Lafayette.

Program H-4.1.1: Equal Housing Opportunity: Facilitate equal housing opportunity by establishing a City procedure for investigating and appropriately handling housing discrimination complaints. Information regarding equal housing opportunity laws and the City's equal housing opportunities procedures shall be prepared and distributed to the public at City offices, the public library, and the community center.

Responsibility: Planning Division

Financing: City

Scheduling: December 2003

Program H-4.1.2: Nondiscrimination Clauses: Provide nondiscrimination clauses in rental agreements and deed restrictions for housing constructed with City assistance.

Responsibility: Planning Division

Financing: City

Scheduling: Ongoing

Policy H-4.2 Landlord-Tenant Disputes: Continue to refer landlord-tenant disputes to housing counseling organizations such as the Housing Alliance.

Goal H-5 Adopt and implement a Housing Chapter that is in compliance with State Law.

Policy H-5.1 City Leadership: Provide active leadership in implementing the policies and programs contained in the Housing Chapter.

Program H-5.1.1: Establish an Inclusionary Housing Ordinance: Establish an Inclusionary Housing Ordinance to require developers of residential developments of ten (10) or more units in retail, commercial and multi-family housing zoning districts to provide up to 10 percent of their units at rents or purchase prices affordable to very-low to moderate income households. The definition of income category shall be in accordance with the income guidelines adopted by the United States Department of Housing and Urban Development (HUD).

In addition, consider using the following performance criteria for inclusionary units: the exterior appearance of inclusionary units shall not be different than other units in the housing development of which they are a part; and inclusionary units shall be dispersed or distributed throughout the development rather than being concentrated in one portion of the development. Offer priority for occupancy of the inclusionary units to seniors and those who work in Lafayette.

Responsibility: Planning Division

Financing: Residential developers

Scheduling: June 2003

This program may be used in conjunction with the density bonus provisions contained in H-3.4.1 and H-3.4.2.

Program H-5.1.2: Fast-Track Processing: Provide fast track processing for projects with affordable housing. Fast track processing means giving projects with affordable housing units a priority over other non-public health and safety related projects in the processing and review by City staff. It does not mean eliminating any of the City's regular public notice and hearings or other project review procedures.

Responsibility: Planning Division

Financing: City

Scheduling: Ongoing

Program H-5.1.3: CEQA Process: Follow CEQA procedures to expedite permit processing for all development, including a) encouraging preliminary project review by staff and b) considering the use of mitigated negative declarations, focused EIR's and other procedures where appropriate.

Responsibility: Planning Division

Financing: City

Scheduling: Ongoing

Program H-5.1.4: Review the Zoning Ordinance, Review the Zoning Ordinance and consider revisions to the following governmental constraints on the development of housing:

- a) Require parking standards for multi-family uses in commercial zoning districts consistent with the MRA zoning district.
- b) Review the MRA district's FAR requirements for revision, or possible elimination.

This change will affect not only the MRA district, but will also serve as a guide for considering multi-family developments in commercial districts.

- c) Delete the FAR requirements for residential use in the MRO district.
- d) Consider the strict regulation of the conversion of existing multiple family residential units in the C, C-1, SRB, and RB Zoning Districts.
- e) Provide residential parking requirements for the APO zoning district and other zoning districts that do not have residential parking requirements.

Responsibility: Planning Division

Financing: City

Scheduling: June 2004

Policy H-5.2 Public Participation: Encourage and support public participation in the formulation and review of the City's housing and development policies.

Policy H-5.3 Annual Review of Housing Chapter Implementation: Provide for annual review by the Planning Commission and City Council of progress in implementing the Housing Chapter.

Program H-5.3.1: Annual Report: Prepare an annual report to the City Council and Planning Commission that describes the amount and type of housing activity correlated with an updated summary of the City's housing needs.

Responsibility: Planning Division

Financing: City

Scheduling: Annually (include with the annual review of the CIP by the Planning Commission)

Program H-5.3.2: Demographic Information: Update demographic information as the complete results of the 2000 Census, and other data, become available.

Responsibility: Planning Division

Financing: City

Scheduling: Ongoing

PREVIOUS HOUSING ELEMENT

Prior to the 1994 Housing Element, the City of Lafayette's Housing Element was last revised April 1986. The 1986 Housing Element (page 115) stated that "the City intends to expedite development, and provide whatever assistance it can, to address its share of regional housing needs of 590 units for the period to 1990." The Element further stated that 19 percent of these units should be affordable to very-low-income households; 13 percent should be affordable to low-income households; 18 percent should be affordable to moderate-income households; and 50 percent should be affordable to above-moderate-income households.

The policies and implementing actions of the previous Housing Element concentrated on preservation of existing single-family neighborhoods and encouragement of second units and multi-family and senior citizen housing. See Appendix A for a complete review of the previous Element's implementing actions.

The City has been moderately successful in achieving the goals established by the previous Housing Element. During the period 1986-1993, a total of 327 dwelling units (290 single-family units and 37 multi-family units) were built in the city.

All of the multi-family units were in the above-moderate income affordability category; no information is available on the affordability of the single-family units. A total of 57 dwelling units (all single-family) were demolished during this period resulting in a net total of 270 units added to the city's housing stock between 1986 and 1993.

The revised Housing Chapter builds on the foundation established by the previous Element, but contains more specific implementation programs and quantified objectives. Priorities of the Chapter include: (1) conservation and rehabilitation of existing homes, (2) provision of additional housing for seniors, and (3) programs to advertise, implement and fund these activities. The revised Housing Chapter recognizes the need to provide stronger incentives for the construction of additional affordable housing.

PUBLIC PARTICIPATION

The Housing Element was prepared as part of a comprehensive revision of the General Plan. An extensive public participation program was implemented to encourage the involvement of all economic segments of the community including appointment of the General Plan Advisory Committee (GPAC) by the City Council in 1991. The GPAC was comprised of Lafayette residents and business people (See Housing Chapter Appendix D).

In 1992 a brochure on the General Plan revision describing land use, transportation, and housing issues was sent to households and businesses in Lafayette. This was followed by meetings held in the various neighborhoods of the city under the direction of the City's General Plan Advisory Committee. Members of the City's Senior Services Commission also attended the GPAC meetings. In addition, formal public hearings were conducted by the Planning Commission and the City Council to solicit public input.

Notices of upcoming public hearings will be prominently advertised in the local newspapers and in the City's newsletter. The newsletter is sent to every household and would include low to moderate-income households. In a further attempt to solicit input regarding the Housing Element, particularly needs assessment and policies related to affordable housing, the City will provide additional advertising and notification to areas of Lafayette that are known to provide housing for lower-income persons. Additionally, notification of public hearings and availability of the draft Housing Element will be sent to affordable housing advocates and organizations such as Shelter, Inc., Non-Profit Housing Association of Northern California, Contra Costa Economic Partnership, Contra Costa County Interfaith Transitional Housing, Habitat for Humanity, and Mercy Housing.

SECTION II - HOUSING BACKGROUND

The information presented in the Housing Background section is intended to summarize the following: demographic characteristics; employment trends; inventory of vacant residential land; and the constraints that exist to the construction of housing in Lafayette. The policies and implementation programs of this chapter address housing needs identified by this section.

Information in the Housing Background section is based on the following sources: the U.S. Census (1990 and 2000); the ABAG Projections 1998 and 2002 reports; the California Department of Finance; Contra Costa County; and the City's Planning Division.

SUMMARY OF DEMOGRAPHIC TRENDS

The City of Lafayette was incorporated in 1968. The City's population has increased steadily since the 1960's, with the greatest increase occurring between 1960 and 1970, largely due to annexations along Reliez Valley Road and in the Springbrook area. Table 1 indicates that the City's population increased by 1,302 persons (5.4 percent) between 1980 and 1990, as compared with a 3,519 - person increase (17.2 percent) between 1970 and 1980. There was only a minor increase of 839 persons (3.3 percent) from 1990 to 2000.

TABLE 1
LAFAYETTE POPULATION GROWTH 1960-2000

Year	1960	1970	1980	1990	2000
Population	7,114	20,484	24,003	25,305	26,144
Number of Households	2,285	6,504	7,822	9,734	10,045
Persons per Household	3.10	2.59	2.65	2.57	2.59

SOURCE: PROJECTIONS '02 AND '98, ABAG, U.S. CENSUS DATA

POPULATION PROJECTIONS

Table 2 shows population projections for the City of Lafayette, prepared by the Association of Bay Area Governments (ABAG). The projections show the City's total population growing by less than 3 percent during the periods 1990-1995 and 1995-2000, and that it will continue to remain almost stable. Household size is projected to increase during the 25-year period between 1990 and 2015.

TABLE 2
LAFAYETTE POPULATION PROJECTIONS, 1990 TO 2015

	1990	2000	2005	2010	2015
Total Population	25,305	26,144	27,300	27,900	28,400
Household Population	25,016	26,008	27,300	27,900	28,400
Number of Households	9,734	10,045	10,440	10,730	10,980
Persons per Household	2.57	2.59	2.61	2.60	2.59

SOURCE: PROJECTIONS '02, ABAG. NOTE: PROJECTIONS APPLY TO THE CITY AND ITS SPHERE OF INFLUENCE

Significant population growth, however, is expected to continue for both the region and for Contra Costa County. Over the forecast period 2000 - 2015, ABAG projections indicate that the population of the nine-county Bay Area may increase by about one million people. Contra Costa County's population is projected to increase by 19 percent over this period to 1,128,800 persons in 2015, making it one of the fastest growing counties in the Bay Area. Although Lafayette's population is not expected to increase significantly in size, demand for housing within the City will continue to be strong as the growth in the County's population continues.

DEMOGRAPHIC TRENDS

Household Size

Between 1970 and 1980 the average household size in the nine-county San Francisco Bay Area decreased from 2.90 persons to 2.51 persons. In Lafayette this figure increased from 2.59 persons to 2.65 persons per household (see Table 1). Average household size in Lafayette has been marginally higher than for the region.

In Lafayette, household size decreased slightly between 1980 and 1990 remaining stable between 1990 and 2000. Projections indicate that household size will continue to remain relatively stable at about 2.6 persons per household with younger families adding new members or smaller households ("empty-nesters") being replaced by families with children.

The total number of households is projected to continue to increase. ABAG projects a 9 percent increase in the number of Lafayette households between 2000 and 2015, with a population increase of 8.6% for that same period. (See Table 2).

Age Structure

Changes are occurring in the age structure of Lafayette's population that reflect state and national trends. The City's proportion of elderly residents (over 65 years old) has increased, from 10 percent of the population in 1980 to 14 percent of the population in 2000. Children under 20 years old constituted 25 percent of the population in 1990 and increased to 27.3 percent in 2000.

Table 3 shows the age structure of Lafayette's population in 2000. The relatively small percentage (4.5 percent) of residents between the ages of 20 and 24 years can be attributed in part to the scarcity of affordable housing in Lafayette, as compared with other communities.

The California Department of Finance (DOF) projections for Contra Costa County indicated that the elderly population would have grown by 50 percent between 1985 and the year 2000. Lafayette will likely follow the State Department of Finance projections for Contra Costa County. These trends will have an impact on the provision of health and social services, as well as on the demand for specialized housing for the growing senior population.

TABLE 3
AGE STRUCTURE

Age Group	Number of People	Percent of Total
UNDER 5 YEARS	1308	5.5
5-9 YEARS	1793	7.5
10-14 YEARS	2009	8.4
15-19 YEARS	1434	5.9
20-24 YEARS	689	2.9
25-34 YEARS	1920	8.0
35-44 YEARS	4038	16.9
45-54 YEARS	4504	18.8
55-59 YEARS	1600	6.7
60-64 YEARS	1166	4.9
65-74 YEARS	1738	7.3
75+ YEARS	1709	7.2
TOTAL:	23908	100

SOURCE: U.S. CENSUS 2000, WITHIN CITY LIMITS

MINORITY POPULATION

The minority population of Lafayette represents a relatively small proportion of the total population. The minority population has grown, however, from 10.7 percent in 1990 to 13.4 percent of the total population in 2000, with the largest increase coming from persons of Asian origin (see Table 4).

It is likely that the minority population of Lafayette will continue to have an increasing number of people of Asian origin, as immigration from Asia to the San Francisco region continues. It should be noted that Lafayette's minority population is significantly lower than the state-wide average, which showed a 40.5 percent minority population in 2000.

TABLE 4
POPULATION DISTRIBUTION BY RACE IN LAFAYETTE, 1990 AND 2000

Race	1990		2000	
	Number	Percent	Number	Percent
White	21,092	90.0	20,123	86.6
Black/African American	155	0.6	129	0.6
Native American*	36	0.1	39	0.1
Asian**	1,335	5.6	1,957	8.4
Pacific Islander***	28	0.1	20	0.1
Other	10	negligible	33	0.1
Two or more races****	-----	-----	662	(not included)
Hispanic (all races)	845	3.6	945	4.1
Total	23,501	100.0	23,908	100.0

SOURCE: U.S. CENSUS, 1990 AND 2000

* INCLUDES AMERICAN INDIAN, ESKIMO, AND ALEUT

** INCLUDES JAPANESE, CHINESE, FILIPINO, KOREAN, ASIAN-INDIAN, VIETNAMESE, THAI, AND OTHER ASIAN

*** INCLUDES POLYNESIAN, HAWAIIAN, SAMOAN, TONGAN, GUAMANIAN, AND OTHER PACIFIC ISLANDER

**** DATA NOT INCLUDED IN 1990 CENSUS

HOUSEHOLD INCOME

ABAG's 2000 estimated mean household income for Lafayette was \$143,300 compared with \$86,500 for Contra Costa County (see Table 5). The estimated percentage increase in mean household income projected between 2000 and 2015 is 20 percent for Lafayette and 13 percent for the County. Both the existing and projected income data indicate the differences in income levels between Lafayette and the County will continue, with incomes in Lafayette remaining substantially higher.

TABLE 5
MEAN HOUSEHOLD INCOME: LAFAYETTE AND
CONTRA COSTA COUNTY, 1990-2015*

	1990	2000	2005	2010	2015
Lafayette	125,400	143,300	156,200	165,100	171,300
Contra Costa County	80,600	86,500	88,200	92,700	97,400

SOURCE: *PROJECTIONS 02*, ABAG.

*IN CONSTANT 2000 DOLLARS

The increasing mean household income observed in the City has important effects on housing demand. The higher income households will be able to afford new housing built in the community. These households will also be able to afford to renovate and repair many of the City's existing older single-family homes. It will continue to be necessary, however, to maintain incentives for the construction of additional housing units affordable to low and moderate income households, given the rapid increase in the cost of housing that has occurred throughout the Bay Area.

EMPLOYMENT PROJECTIONS 1990 TO 2015

The Association of Bay Area Governments (ABAG) projects that the total number of jobs in Lafayette will increase by 12.6 percent between the year 1990 and the year 2015 (see Table 6). The largest increase in projected new jobs in the City is anticipated to be in the service and retail sectors.

A much stronger increase in employment is projected by ABAG for Contra Costa County as a whole, which is anticipated to have a 41.5 percent increase in employment between 1990 and 2015. Although there may be variations among projected growth in employment between Lafayette and the County, the significance of these projections is that they indicate that an important structural change in the local economy is taking place. Future job creation is becoming increasingly based on the growth of the service and retail sectors, rather than on the growth of the manufacturing industry.

The projected increase in employment will affect the balance between jobs and housing. At present there are more employed residents in Lafayette than there are jobs. This means that a significant proportion of employed residents commute to work outside the City. Increasing the number of jobs, particularly in the retail and service sectors, will result in an increased demand for affordable housing.

TABLE 6
LAFAYETTE EMPLOYMENT PROJECTIONS, 1990 TO 2015

	1990	2000	2005	2010	2015
Service Jobs	3,560	3,640	3,700	3,950	4,000
Retail Jobs	2,630	2,750	2,850	3,060	3,190
Manufacturing and Wholesale Jobs	870	890	910	980	1,030
Other Jobs*	2,280	2,250	2,250	2,300	2,300
Total	9,340	9,530	9,710	10,290	10,520

SOURCE: PROJECTIONS '02, ABAG

NOTE: PROJECTIONS APPLY TO CITY AND ITS SPHERE OF INFLUENCE

* OTHER JOBS INCLUDE AGRICULTURE, CONSTRUCTION, TRANSPORTATION, COMMUNICATIONS, UTILITIES, FINANCE, INSURANCE, REAL ESTATE, AND GOVERNMENT

HOUSING CHARACTERISTICS

One measure of housing condition is the age of housing. Based on information distributed by the State Department of Housing and Community Development, the number of housing units constructed before 1960 can serve as an estimate of the maximum potential housing rehabilitation need in Lafayette. As summarized in the table below, approximately 4,671 housing units, or 50 percent, were constructed before 1960 and can be assumed to be in need of rehabilitation. A general rule in the housing industry is that structures older than 30 years begin to show signs of deterioration and require renovation to maintain their quality. Unless properly maintained, homes older than 50 years can pose health, safety and welfare problems for occupants.

The Census tract data reveals that older housing stock is located east of Pleasant Hill Road, east of Moraga Road and south of Mt. Diablo Blvd., and certain areas north of Deer Hill Road. According to Lafayette's Code Enforcement Officer, the vast majority of housing is in good condition and most of the complaints he processes are related to illegal vehicles or accumulation of junk and debris. The Contra Costa County Property Conservation Department provides enforcement services for Lafayette related to building and housing code issues. According to their records, the Department processed eight complaints related to substandard housing conditions and five complaints related to building code violations in 1999; three complaints related to substandard housing conditions and four complaints related to building code violations in 2000; and four complaints related to building code violations in 2001. Despite the age of the houses in these areas (fifty years or older) most of the homes are well maintained. This is due to the high mean household income and high mean home value that allows property owners to afford to renovate or repair their homes. Property owners are also generally responsive when informed of code violations.

Since Lafayette is a predominantly residential community, the existing housing stock defines the character of the City and its neighborhoods. There are several policies in the Housing Chapter, which continue to promote the maintenance, enhancement and protection of residential neighborhoods.

TABLE 7
AGE OF HOUSING STOCK

Year Built	Number of Units	Percentage of Total
1939 or earlier	392	4.2
1940 - 1949	1,214	13.0
1950 - 1959	3,065	32.8
1960 - 1969	2,114	22.6
1970 - 1974	607	6.5
1975 - 1978	539	5.8
1979 - 1990	593	6.4
1991 - 2000	810	8.7
TOTAL (2000):	9,334	100.0

SOURCE: 1990 AND 2000 CENSUS AND LAFAYETTE PLANNING DIVISION

ANNUAL CONSTRUCTION OF HOUSING UNITS BY TYPE 1980 - 1998

Fluctuations in the type of housing built reflect not only the relative amount of land zoned for different types of residential development in the City, but also changes in various economic factors such as tax codes and the real estate and financial markets. Table 8 indicates single- and multi-family home construction in Lafayette during the period 1980-1998.

TABLE 8
ANNUAL CONSTRUCTION OF HOUSING UNITS BY TYPE
IN LAFAYETTE, 1980 TO 1998

Year	Single Family Units	Percent of Total Units Built	Multiple Family Units	Percent of Total Units Built	Demolitions	Net Housing Unit Increase
1980	35	100.0	0	0	0	35
1981	40	90.9	4	9.1	1	43
1982	21	87.5	3	12.5	0	24
1983	31	100.0	0	0	0	31
1984	33	50.7	32	49.3	1	64
1985	31	100.0	0	0	0	31
1986	57	78.1	16	21.9	6	67
1987	54	100.0	0	0	8	46
1988	61	88.4	8	11.6	7	62
1989	40	100.0	0	0	6	34
1990	23	63.9	13	36.1	9	27
1991	25	100.0	0	0	14	11
1992	17	100.0	0	0	7	10
1993	13	100.0	0	0	0	13
1994	16	76.1	5	23.9	0	21
1995	21	77.8	6	22.2	0	27
1996	21	100.0	0	0	0	21
1997	35	100.0	0	0	0	35
1998	44	100.0	0	0	0	44
Total	618	87.6	87	12.4	62	643

SOURCE: CITY OF LAFAYETTE PLANNING DIVISION

As shown in the Table above, the majority (87 percent) of new housing construction during the period 1980-1998 was single-family units. The rate of construction was relatively steady throughout the 1980's, with the largest number of units constructed during the years 1986-1988.

HOUSING TYPES AND TENURE

Tables 9 and 10 present information on housing types and tenure in Lafayette. Lafayette remains a predominantly single-family residential community, with a high rate of owner-occupied dwellings. According to the State Department of Finance and U.S. Census data for 2000, 83.2 percent of the city's total housing units were single-family and 76.7 percent were owner-occupied.

TABLE 9
NUMBER OF HOUSING UNITS BY TYPE

Type of Housing	1990		2000	
	Number	Percent	Number	Percent
Single-Family	7,687	83.2	7,886	83.2
Multi-Family	1,544	16.7	1,586	16.7
Mobile Home or Trailer	7	.1	5	.1
Total Housing Units	9,238	100.0	9,477	100.0

SOURCE: 1990 CENSUS AND STATE DEPARTMENT OF FINANCE, JANUARY 2000

TABLE 10
HOUSING TENURE

Tenure	1990		2000	
	Number	Percent	Number	Percent
Owner-Occupied	6,854	76.4	7,024	76.7
Renter-Occupied	2,122	23.6	2,128	23.3
Total Occupied	8,976	100.00	9,152	100.00

SOURCE: U.S. CENSUS 1990 AND 2000

At the time of the 1990 Census, 294 of Lafayette's 9,270 units, or 3.2 percent, were vacant. Of the 294 units, according to the California Department of Finance data, the owner-occupied housing unit vacancy rate in Lafayette was 1.2 percent, and the rental unit vacancy rate was 4.3 percent. Data from the 2000 Census indicates that the vacancy rate has gone down in the last ten years. The homeowner vacancy rate is 0.4 percent and the rental vacancy rate is 1.9 percent. It is generally accepted that an overall vacancy rate of 4 percent is needed to provide for normal turnover in housing units. Lafayette's vacancy rate indicates a strong demand for all types of housing, particularly owner-occupied units.

SPECIAL HOUSING NEEDS

Special Housing Needs: The Elderly

A relatively large proportion (22.8 percent) of Lafayette's housing units are occupied by persons 65 years of age or older. Table 11 below shows senior citizen occupancy of owner- and renter-occupied housing units.

TABLE 11
HOUSING UNIT TENURE BY AGE OF HOUSEHOLDER

Age of Householder	Owner-Occupied		Renter-Occupied		Total Occupied	
	No. of Units	Percent	No. of Units	Percent	No. of Units	Percent
Under 65	5,132	73.0	1,935	91.0	7,067	77.2
65 or older	1,892	27.0	193	9.0	2,085	22.8
Total	7,024	100.00	2,128	1.00	9,152	100.0

SOURCE: U.S. CENSUS 2000

There are 66 housing units set-aside exclusively for senior citizens in Lafayette. Based on the total number of units occupied by seniors (3,977 units), the dedicated units represent only a fraction of the demand senior citizens have for housing. This demand is primarily met by single-family homes purchased many years ago. In other words, the creation of housing for seniors in Lafayette had largely been a result of the passage of time, as people have raised their families, lived their lives and grown old.

The State Department of Finance projects a doubling in the number of seniors in Contra Costa County between 1980 and the year 2000. Lafayette is expected to experience a similar increase, although many of our seniors will continue to live in their homes of long-standing. However, others will be prepared to give up the maintenance and expense of their homes while wishing to remain citizens of the community. Lastly, middle-aged Lafayette households will face the need to care for older parents and some will want them to live nearby. To address these conditions, this Chapter provides opportunities for additional housing for seniors of all income categories. Three principal factors will affect the future number of senior housing and care facilities that can be built:

- a) There are few remaining sites in the City that are zoned for high-density senior housing
- b) There has been decreasing Federal and State funding to provide additional housing for seniors. In addition, the federal tax reform enacted in 1986 provides for the establishment of State caps for private activity bonds which will result in major reductions in the volume of tax-exempt bonds issued to finance single and multi-family housing in California
- c) There are vacant bedrooms in the City. It is difficult to quantify accurately the number of such under-utilized housing units in the City. The diminishing household size since the 1960's combined with the large number of existing single-family homes indicates that there

could be a significant source of additional housing for seniors dispersed throughout existing neighborhoods. An acceptable housing program for seniors could be implemented to utilize this extra housing capacity

Programs to assist seniors who wish to continue living in their own homes not only provide important psychological and social benefits, but also reduce the need to build additional housing. Examples of such programs include low interest loans to qualifying seniors for maintenance and repair of their homes and matching seniors with spare capacity in their homes with other seniors looking for housing.

Special Housing Needs: Disabled Persons

The number of disabled persons in a city has important planning and social implications and will affect the demand for specialized handicapped access and transportation facilities, and certain social services, in addition to specialized housing.

The U.S. Census collects information on disabled people based on work disabilities and public transportation disabilities. According to the 1990 Census, 1,280 persons in Lafayette, or 5 percent of the City's population had work disabilities and 156 people, or 0.7 percent of the total population, had public transportation disabilities. Independent Living Resources, a Pleasant Hill-based service organization, indicates that a total of approximately 40,000 disabled people currently live in Contra Costa County.

The affordability of housing for disabled people is an important concern in Contra Costa County. According to Independent Living Resources, most disabled persons entitled to SSDI (Social Security Disabled Insurance) and SSI (Social Security Insurance) benefits receive only \$652 or less each month from these sources. Average rent in Contra Costa County is \$750 per month, an amount that exceeds the total monthly benefits typically received by disabled persons.

Special Housing Needs: Single-Parent Households

According to the 2000 Census, Lafayette has a total of 819 family households with one head-of-household and one or more persons less than 18 years of age (see Table 12). Of the 819 family households, 598 (or 73 percent) are headed by a female with no husband present, and 221 (or 27 percent) are headed by a male with no wife present. The 819 single-parent households represent 12 percent of the 6,755 family households in Lafayette.

TABLE 12
SINGLE-PARENT HOUSEHOLDS IN LAFAYETTE

	Owner-Occupied		Renter-Occupied		Total Households	
	Households	Percent	Households	Percent	No. of Units	Percent
Male-Headed Households	137	27.0	84	27.0	221	27.0
Female-Headed Households	372	73.0	226	73.0	598	73.0
Total	509	100.0	310	100.0	819	100.0

SOURCE: U.S. CENSUS 2000

Single-parent households, particularly those headed by women, are likely to have greater demand than two-parent households for childcare and other social services. There is an obvious need for more affordable housing for this sector of the community. The waiting list for Section 8 housing at the Contra Costa County Housing Authority (CCCHA) is over 2,000 persons, more than 40 percent of whom represent female-headed households.

Special Housing Needs: Large Households

The U.S. Department of Housing and Urban Development defines a large family as one with five or more members. The 2000 Census reported 748 households in Lafayette with five persons or more, or about 8 percent of the 9,152 households in the City. Ninety percent of the large households live in owner-occupied dwelling units. (see Table 13).

TABLE 13
LARGE HOUSEHOLDS

Large Households- Owner Occupied		Large Households- Renter Occupied		Total Large Households	
Households	Percent	Households	Percent	Households	Percent
671	90.0	77	10.0	748	100.0

SOURCE: U.S. CENSUS 2000

Households in Lafayette tend to be somewhat larger than in the San Francisco Bay Area as a whole. While some large families may be subject to overcrowding, there is generally little overcrowding in Lafayette.

According to the 1990 Census, only 95 housing units, or 1 percent of the city's 8,976-occupied-unit total, contain more than 1.00 persons per room, the Census definition of an overcrowded housing unit (see Table 14). The majority of the overcrowded units are renter-occupied (66.3 percent), rather than owner-occupied (33.7 percent).

Though 1.00 persons per room is a general measure of overcrowding, the actual level of perceived overcrowding will vary according to household size and structure. Houses with fewer rooms and non-related adult residents may seem more overcrowded, based on the 1.00-person-per-room standard, than larger, family households. According to the 1990 Census, most housing units (91 percent) in Lafayette have four or more rooms. Consequently, the 1.00-person-per-room overcrowding standard may represent relatively less perceived overcrowding in Lafayette than in other Bay Area communities.

TABLE 14
OVERCROWDED HOUSING UNITS*

	Number	Percent
Owner-Occupied	32	33.7
Renter-Occupied	63	66.3
Total	95	100.0

SOURCE: 1990 CENSUS

*DEFINED AS 1.00 PERSONS OR MORE PER ROOM

Special Housing Needs: Farm workers

There are no farm workers in Lafayette, and the city is located in a largely urbanized area of Contra Costa County. Consequently, farm worker housing needs are not expected to be an issue in Lafayette, and this Housing Chapter does not contain policies that address this type of housing.

HOUSING COSTS AND AFFORDABILITY

In analyzing the ability of different economic sectors of the community to pay for housing costs, four income categories are commonly used: above moderate, moderate, low, and very low. The following brief definitions explain each of these income categories expressed in dollar amounts as of March 2000 for a four-person household¹:

Above Moderate-Income: Household income, which exceeds 120 percent of the median income for Contra Costa County. This represents an annual income of \$81,101 or more.

Moderate-Income: Household income between 80 and 120 percent of the median income for Contra Costa County. This represents an annual income of \$50,201 to \$81,100.

Low Income: Household income between 50 and 80 percent of the median income for Contra Costa County. This represents an annual income of \$33,801 to \$50,200.

Very Low Income: Household income not exceeding 50 percent of the median income for Contra Costa County. This represents an annual income of up to \$33,800.

Table 15 presents the distribution of households by these four income categories in the city, the county and the nine-county Bay Area as shown in the *ABAG Housing Needs Determinations*, January 1989.

TABLE 15
DISTRIBUTION OF HOUSEHOLDS BY INCOME CATEGORY

	Above Moderate	Moderate	Low	Very Low	Total
Percent in Lafayette	63	15	9	13	100
Percent in County	46	20	14	20	100
Percent in Region	40	21	16	23	100

SOURCE: ABAG, *HOUSING NEEDS DETERMINATIONS*, JANUARY, 1989

As shown in Table 15, a significantly larger proportion (63 percent) of Lafayette's households fall within the above-moderate income category, compared with County-wide and Bay Area-wide percentages. Approximately 22 percent of the City's households have low to very low incomes.

¹ Median income in Contra Costa County was \$67,600 in March, 2000 according to data developed by the State Department of Housing and Community Development, under the direction of the U.S. Department of Housing and Urban Development (HUD). Dollar figures were rounded to the nearest \$50.

Affordable housing is defined as housing not costing more than 30 percent of the household income of very low to moderate income households. For rental units to be considered affordable, the rent plus utilities cannot exceed 30 percent of the median monthly income for the household as established by the U.S. Department of Housing and Urban Development (HUD). The median income in Contra Costa County for a four-person household was \$67,600 in March 2000. Residential units that provide ownership are considered affordable if ownership expenses including principal, interest, taxes and insurance do not exceed 30 percent of the median monthly household income for the different sized households as established by HUD.

If household are paying more than 25 to 30 percent of their income for housing, they are considered to be overpaying. As shown in Table 16, approximately 42 percent of Lafayette households were paying more than 25 percent of their income on housing. More owners were overpaying than renters.

TABLE 16
LAFAYETTE HOUSEHOLDS PAYING MORE
THAN 25 PERCENT OF INCOME FOR HOUSING

	Number	Percent of Total Households
Owner-Occupied	2,366	28.3
Renter-Occupied	1,134	13.6
Total	3,500	41.9

SOURCE: 1990 CENSUS.

Tables 17 and 18 show the incidence of overpayment by income category. As indicated in Table 17, more renters with incomes of more than \$20,000 were overpaying for housing than were renters with incomes of less than \$20,000. Among homeowners, the incidence of overpayment was higher among households with incomes of \$20,000 or more than it was among households with incomes of less than \$20,000. This reflects the generally high cost of owning a home in Lafayette.

TABLE 17
RENT AND HOUSEHOLD INCOME DISTRIBUTION IN LAFAYETTE

Rent as a percent of Income	Less Than \$20,000 Income		\$20,000 Or More Income	
	Number	Percent of Total Households	Number	Percent of Total Households
0-24 percent	9	0.4	869	43.2
25 percent or more	528	26.2	606	30.1
Total	537	26.6	1,475	73.3

SOURCE: 1990 US CENSUS * PERCENTAGE DOES NOT ADD TO 100.0 DUE TO ROUNDING

TABLE 18
MORTGAGE AND HOUSEHOLD INCOME DISTRIBUTION IN LAFAYETTE

Owner Costs as a percent of Income	Income Category			
	Less Than \$20,000		\$20,000 Or More	
	Number	Percent of Total Households	Number	Percent of Total Households
0-24 percent	127	2.0	3,861	60.8
25 percent or more	245	3.9	2,121	33.4
Total	372	5.9	5,982	94.2

SOURCE: 1990 CENSUS * PERCENTAGE DOES NOT ADD TO 100.0 DUE TO ROUNDING

While most households devote a relatively large proportion of their income to housing in Lafayette, the burden of meeting housing costs is most severe for lower income households. The need to allocate 25 to 30 percent of monthly income to housing represents a much greater hardship for lower income households than it does for households with larger incomes.

A search of 2002 monthly rental rate information indicates that a one-bedroom apartment in Lafayette averages \$975, a two-bedroom apartment averages \$1,311 per month and a two-bedroom house averages \$1,600. A low-income household (80% percent of area median) could afford one-bedroom and some two-bedroom apartments. Median-income households could afford two-bedroom apartments and might be able to afford a two-bedroom house. A very low-income household, however, would be limited to a studio or lower end one-bedroom apartment (Table 19). The decreasing supply of affordable rental units is a countywide phenomenon. Until

additional construction of rental units occurs, the combination of strong demand and low vacancies will contribute to an increasingly severe shortage of rental units and a decrease in their affordability.

TABLE 19
RENTAL AFFORDABILITY, 2000

Income Category	Percent of Median	Income Limit	Affordable Rent
Very Low-Income	50	\$33,800	\$845
Low-Income	80	50,200	1,255
Median-Income	100	67,600	1,690
Moderate-Income	120	81,100	2,028

TABLE 20
OWNERSHIP AFFORDABILITY, 2000

Income Category	Percent of Median	Income Limit	Affordable Home Price*
Very Low-Income	50	\$33,800	\$141,122
Low-Income	80	50,200	209,990
Median-Income	100	67,600	282,244
Moderate-Income	120	81,100	338,693

*ASSUMES 30% OF INCOME SPENT FOR MORTGAGE, 10% DOWNPAYMENT AND 7%, FIXED-RATE LOAN

The situation for home ownership is quite different. A review of home sales in 2001, indicates an average sales price of \$375,000 for homes sold in the \$100,000 to \$500,000 range. The majority of homes (68) sold for between \$500,001 and \$750,000. Twenty-four houses in the \$1,000,000 to \$2,000,000 range were sold. Three sold for more than \$2,000,000 the most expensive being \$2,800,000². According to Table 20, only households making above-average incomes (greater than \$81,120) can afford to buy homes. Although many Lafayette residents purchased their homes many years ago, before the time when affordability became an issue, it is evident that many of these people could no longer qualify to purchase a home in their community.

Through its Section 8 and other housing programs, HUD provides rental housing assistance to low -income households. According to the Contra Costa County Housing Authority, 13 tenants in Lafayette currently receive Section 8 rental assistance. The *Inventory of Federally Subsidized Low-Income Rental Units at Risk of Conversion* does not indicate that there are any federally assisted units at risk in Lafayette. Further research and inquiry with the Contra Costa County

Housing Authority did not reveal any federally assisted units at risk in the city. Policies and programs of this updated Housing Chapter call upon the City to provide for additional Section 8 assistance, to investigate other forms of State and Federal affordable housing assistance, and to establish a Housing Fund as a means of implementing the City's housing policies.

ABAG HOUSING NEED DETERMINATION

State legislation enacted in 1980, AB 2853, mandated that the Association of Bay Area Governments (ABAG) determine the existing and projected regional housing needs and also determine each city's share of the regional need for housing by housing type and cost. The Housing Chapter must consider the local share for regional housing assigned to each city by ABAG. The local share of the regional housing need, as determined by ABAG, takes into consideration the following factors: employment opportunities, availability of suitable sites and public facilities, market demand for housing, commute patterns, and the type and tenure of housing.

ABAG's *Housing Needs Determinations* report of June 2000 indicates that Lafayette's total housing need is 194 housing units for the period 1999 - 2006. Table 21, ABAG Housing Needs Determinations, presents the distribution of this housing need by income category for Lafayette.²

TABLE 21
ABAG HOUSING NEEDS DETERMINATION 1999 - 2006

Income Group – Percentage of County Median Income	Percentage of Total	Total Housing Unit Need
Very Low [0-50]	15	30
Low [50-80]	9	17
Moderate [80-120]	22	42
Above Moderate [>120]	54	105
Total	100	194

SOURCE: REGIONAL HOUSING NEEDS, ABAG, JUNE 1, 2000

ABAG allocates the total 1999 - 2006 housing need to four income categories: very low, low, moderate, and above moderate. The definitions of these income categories are presented on page V-32.

² The ABAG report entitled Regional Housing Needs Determinations (2000) contains a more detailed explanation of how the regional housing needs figures are derived for each jurisdiction.

EMERGENCY AND TRANSITIONAL HOUSING

Accurate information on the number of homeless persons is difficult to obtain as they often move from place to place every night and only a small proportion of the homeless population contacts government or private agencies for assistance. The key factors leading to homelessness appear to be the high cost of housing or job layoffs. Recent discussions with Lafayette Police Department personnel indicate that they occasionally encounter transients but they tend to be persons who have arrived in Lafayette via public transportation and are not from Lafayette.

The 1990 Census documented only one homeless person on the street in Lafayette. There are no emergency shelters or transitional housing facilities located in Lafayette but the 1990 Census documented that throughout central Contra Costa County, there were 105 persons in emergency shelters and 63 visible in street locations.

There are several programs and agencies serving Lafayette and central Contra Costa County. One of the major agencies is the Contra Costa Crisis Center-Homeless Services. This agency conducts the intake and assessment of people to the county's shelters. They also provide other services such as food, job training and laundry facilities as well as providing emergency lodging vouchers to at risk individuals and families. Shelter, Inc., is a non-profit organization providing short-term transitional housing programs to homeless individuals and families and information on emergency shelters, government assistance, emergency food services, medical care, and rental assistance programs.

There are two emergency shelters serving Lafayette and central Contra Costa County. The Central County Shelter in Concord contains 25 beds for families and 75 beds for single men and women. The Northern California Family Center Shelter in Martinez contains 25 beds for families. According to discussions with a Shelter Inc., staff member in March 2002, there were two families using their services that identified Lafayette as their previous place of residence. A man and woman and their infant child were living at the Central County Shelter and a single mother and her infant and toddler children just moved in to the East County Family Transitional Center, a 14-unit complex in Antioch.

Located in Lafayette is Turn On To America. This volunteer organization provides help with transitional housing for homeless families and individuals and support in finding permanent jobs and housing. The organization also delivers donated food and clothing to low-income neighborhoods.

Despite these and other programs to aid the homeless, the magnitude of this problem far exceeds the resources of local government, particularly smaller cities. The City, however, has complied with a recent revision to Government Code §65583 [a] [6] and [c] [1] regarding the identification of adequate sites to facilitate the development of emergency shelters and transitional housing with programs, which identify an area suitable for this use.

Programs contained in this Housing Chapter require a Zoning Ordinance Amendment to allow "transitional and emergency housing" as a permitted use in the General Commercial District C-1 (Zoning Map symbol C-1).

The C-1 Zoning District is an appropriate location for such a facility because:

- There are several underutilized sites within this district;

- This area is centrally located and near public transit; and
- All infrastructure, such as water, sewer, roads, and sidewalks, is in place.

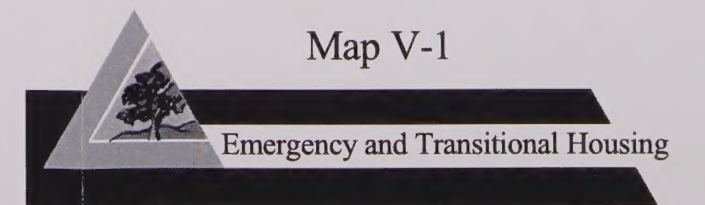
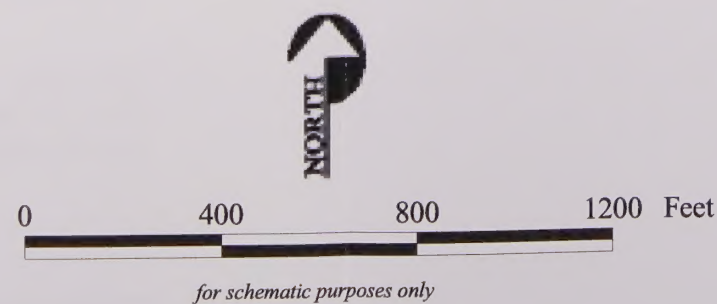
The County has taken the initiative in identifying the extent of the problem locally and has established an organizational framework to coordinate funding and implementation of programs for the homeless. The policies of the Housing Chapter relating to homelessness are based on facilitating and co-operating with this County effort, commensurate with the City's population and resources.

Legend

 Emergency and Transitional Housing Sites
(C-1 Zoning District)



Source: City of Lafayette, 2002



City of Lafayette General Plan

RESIDENTIAL BUILDOUT

Table 23 shows remaining vacant or underdeveloped land that could accommodate housing development within the City of Lafayette and its Sphere of Influence, by existing General Plan land use designation. The table includes the potential number of dwelling units in each category.

The buildout figures shown in the table are based on a parcel-by-parcel analysis of the number of dwelling units that could be constructed, taking into account the site constraints specific to each parcel, the residential densities typically approved for similar properties, and the requirements of the Zoning Ordinance, which are more stringent than those contained in the General Plan. The 711 vacant acres in Table 23 are zoned at relatively low densities ranging from 0.2 to 2.0 units. This vacant land is largely environmentally sensitive land characterized by the following factors: hillsides in excess of ten acres, riparian areas, oak woodlands, unstable slopes and soil conditions, and scenic ridgelines.

The following assumptions were used in developing the buildout figures:

- The maximum residential densities specified in the Zoning Ordinance were used, and reduced according to any known site constraints such as slope/density factors, visibility, access, soils conditions, rights-of-way, and easements.
- For commercially-zoned parcels where residential uses are permitted, a density of 1,000 gross square feet per unit was used. The number of units per acre was calculated by taking into account only the above-ground floor spaces for properties in prime commercial frontages and full residential development for properties located in non-prime commercial locations and by applying the applicable height, setback, parking and open space restrictions specified in the Zoning Ordinance.

The number of units estimated for the Office land use designation is conservative. Density estimates were based on generous unit sizes and open space areas plus the use of surface parking. The underlying zoning districts either permit residential use by right or by conditional use permit. Residential use is favored in the Multiple Family Residential/Professional Office (MRO) district by permitting extra building height of one story. As a result, the buildout figures shown in the table are a conservative analysis of the maximum residential development that could occur in Lafayette.

Appendix C includes a list of vacant and underdeveloped properties in the downtown area that have the potential of being used for multifamily housing. The sites identified in this inventory are spread along the entire length of Mt. Diablo Blvd. Development of these sites for multifamily housing will not necessarily impact the streets in the Downtown Core that are most heavily used. Residents from these multifamily developments have a variety of options to exit the downtown and access the freeway, including Pleasant Hill Road to the east and Acalanes Road to the west. The residential development would also generate less traffic impacts than commercial development.

Several conclusions can be drawn from Table 23. First, the City has sufficient vacant and underdeveloped land to meet its remaining regional housing allocation, since a total of 1,026 units can be built within City limits. Approximately 499 of these units would be higher-density housing in Commercial, Office, and Special Use areas.

Despite sufficient vacant and underdeveloped land there exist potentially significant constraints to increased residential development, which are discussed in the *Constraints to Housing Development* section. Table 22 represents the quantified goal of the City to provide 270 new and rehabilitated housing units.

TABLE 22
HOUSING OBJECTIVES SUMMARY

Income Level	New Construction	Rehabilitation/Conservation	Totals
Very Low Income	40	5	45
Low Income	30	10	40
Moderate Income	60	5	65
Above Moderate Income	120	0	120
Grand Total	250	20	270

SOURCE: LAFAYETTE PLANNING DIVISION, 2002

Recent State legislation (SB 1019) requires the City to ensure that there are adequate sites with zoning that permits multi-family residential uses without a conditional use permit to allow the City to meet its housing need for very-low and low income households. In the City of Lafayette, the MRO, MRP, MRA, MRT, MRB, and D-1 zoning districts permit multi-family housing without a conditional use permit.

Of the potential dwelling units shown in Table 23, 140 units would be multi-family units allowed in the MRO, APO, AND MRP districts without a conditional use permit. This number exceeds the City's housing need established by ABAG for very-low- and low-income households, which is 47 units.

Although there has not been residential construction on underdeveloped sites in the MRO, MRP, MRA, and other commercial zoning districts, the BART Block Specific Plan was approved in 1986 which contains policies and programs to facilitate multi-family housing development. The BART Block Specific Plan calls for overlay zones and other requirements to favor residential development and permits buildings higher than 35 feet where “the sense of height is not present or the background or topographic circumstances mitigate the sense of height. Greater height shall be considered a privilege and should be compensated for by provision of greater open space and provision for pedestrian-oriented facilities.” The City has approved a mixed-use development for the BART Block which includes retail and office space and 75 residential units. This mixed-use development was completed in 2001. It is highly likely that there will be increased demand for additional multi-family residential developments in areas such as Downtown Lafayette, which are close to the BART station and Highway 24.

TABLE 23
RESIDENTIAL BUILDOUT POTENTIAL FOR VACANT AND UNDERDEVELOPED LAND

Existing General Plan Land Uses	Corresponding Zoning Districts	Number of Acres		Potential Number of Units	
Residential:		Within City Limits	Within Sphere of Influence	Within City Limits	Within Sphere of Influence
0.2 - 2.0 units per acre (0.5 - 5.0-acre lots)	R-20, R-40, R-65, R-100, A-2	711.1 (vacant)	43.0	215	17
1.0 - 4.0 units per acre (0.25 - 1.0-acre lots)	R-6, R-10, R-12, R-15, R-20, R-40	166.9 (vacant)	0.9	154	2
11.0 - 17.0 units per acre (1 unit/2,500-4,000 sq. ft. of lot area)	MRT, MRB	0	0	0	0
15.0 - 35.0 units per acre (1 unit/1,200-2,900 sq. ft. of lot area)	MRA	0.2 (vacant)	0	5	0
SUBTOTAL:		878.2	43.9	374	19
Other:					
Rural Residential (0.1 du/acre)	LR	845.1	0	82	0
Public	(N/A)	0.3	0	0	0
Retail	RB, SRB	9.1	0	127	0
Office	MRO, -APO, MRP	26.3	0	140	0
Special Use	C, C-1	7.6	0	284	0
SUBTOTAL:		888.3		633	0
GRAND TOTAL:		1,761.6	43.9	1007	19

SOURCE: CITY OF LAFAYETTE COMMUNITY DEVELOPMENT DEPARTMENT, 2001

Assumptions

1. Table 21 assumes residential buildout of commercially zoned parcels at densities of 30 du/acre (housing only projects) and 20 du/acre (mixed use projects).
2. Acreages are gross acres which have been factored by 80 percent to take into account right-of-ways and other requirements.
3. The above commercially zoned parcels are zoned for commercial as well as for multi-family residential uses.

The site-specific analysis of underdeveloped parcels, as shown in Table 24, indicates there is a reasonable potential they will be developed with multi-family housing, since:

- almost all underdeveloped parcels are located in commercial zoning districts which permit mixed uses and residential development at a density of up to 35 du/acre;
- the Redevelopment Plan provides incentives for the construction of multi-family housing; and
- there exist relatively large underdeveloped parcels, or the potential of assembling underdeveloped parcels to facilitate application of development incentives contained in the Planned Unit Development (PUD) section of the Zoning Ordinance and adopted Specific Plans.

It will be market forces, however, that will have the strongest influence in determining the type, density, and phasing of future multi-family housing development in Lafayette. Such factors as interest rates and the vitality of the local and national economy are beyond the scope of local government.

TABLE 24
VACANT AND UNDERDEVELOPED LAND
IN NON-SINGLE FAMILY ZONING DISTRICTS*

Zoning District	Vacant and Underdeveloped Land³
C	4.83
C-1	7.02
SRB, RB and PUD	4.13
MRO	2.38
Total Acres	18.36

SOURCE: LAFAYETTE COMMUNITY DEVELOPMENT DEPARTMENT, 2002

* See Table 31, Appendix C for a complete inventory of parcels.

3 Underdeveloped land is land which has a development intensity significantly less than what is allowed under the City's land use regulations.

CONSTRAINTS TO HOUSING DEVELOPMENT

Annexation Standards

An important land use regulation affecting development in Lafayette, as well as other cities in Contra Costa County, is the policy adopted by the Contra Costa County Local Agency Formation Commission (LAFCO) regarding annexation proposals.

The standards and procedures set forth in the LAFCO policy affect its review of requests for city annexation of lands proposed for development. The application of these standards will affect development of land outside existing City limits.

Currently, the Lafayette's Sphere of Influence does not extend substantially beyond the City limits. It is not expected that the existing Sphere of Influence area will be altered to include vacant lands that would yield many more developable lots.

Land Use Controls

The Lafayette Zoning Ordinance, contained within the City's Municipal Code, sets forth land use designations and development requirements for construction activity within the City. California law requires that the Zoning Ordinance be consistent with the General Plan. The Lafayette Zoning Ordinance will be amended to be consistent with the revised General Plan following completion of the Plan.

The Zoning Ordinance establishes two primary types of residential zoning: Single-Family Residential (R-6, R-10, R-12, R-15, R-20, R-40, R-65, R-100, L-R) and Multiple-Family Residential (D-1, MRA, MRB, MRO, MRT, and MRP).

The City's zoning and development standards do not constitute a constraint to housing development. (See Tables 25, 26, and 27.) Regulations for residential development (e.g. required setbacks, maximum lot coverage, height limits, minimum lot sizes) are no more restrictive than those of surrounding jurisdictions. The Zoning Ordinance and related land use regulations serve to promote, rather than constrain, housing development in the following ways:

- Requiring a conditional use permit has not restricted the development of multi-family housing in these zoning districts. Appendix C, Table 32 lists all of the multi-family housing developments approved in these zoning districts. There have been no denials of multi-family housing requests in these zoning districts in Lafayette in the past fifteen years. The purpose of requiring a conditional use permit is to ensure that multi-family development fits harmoniously with the surrounding land uses and that compatibility issues inherent in mixed-use developments are resolved.
- The Zoning Ordinance conditionally permits multi-family residential uses commercial zones.
- The Zoning Ordinance incorporates the Planned Unit Development concept. Lafayette's PUD process permits housing developments to be built with flexible setbacks, lot coverage and other regulations and permits the construction of mixed-use developments.

TABLE 25
SINGLE-FAMILY RESIDENTIAL DEVELOPMENT STANDARDS

Zoning District	Minimum Lot Area	Average Lot Width	Minimum Lot Depth	Maximum Building Height	Minimum Side Yards	Minimum Setback	Minimum Rear Yard
R-6	10,000 s.f.	80'	90'	2 ½ stories (35')	10' (20' aggregate)	20'	15'
R-10	10,000 s.f.	80'	90'	2 ½ stories (35')	10' (20' aggregate)	20'	15'
R-12	12,000 s.f.	100'	100'	2 ½ stories (35')	2 ½ stories (35')	20'	15'
R-15	15,000 s.f.	100'	100'	2 ½ stories (35')	10' (25' aggregate)	20'	15'
R-20	20,000 s.f.	120'	120'	2 ½ stories (35')	15' (35' aggregate)	25'	15'
R-40	40,000 s.f.	140'	140'	2 ½ stories (35')	20' (40' aggregate)	25'	15'
R-65	65,000 s.f.	140'	140'	2 ½ stories (35')	20' (40' aggregate)	25'	15'
R-100	100,000 s.f.	200'	200'	2 ½ stories (35')	30' (60' aggregate)	30'	30'
LR	10 acres	200'	200'	2 ½ stories (30')	50'	50'	50'

TABLE 26
MULTI-FAMILY RESIDENTIAL DEVELOPMENT STANDARDS

Zoning District	Minimum Lot Area	Average Lot Width	Minimum Lot Depth	Maximum Building Height	Minimum Side Yards	Minimum Setback	Minimum Rear Yard
D-1	10,000 s.f.	80'	90'	1 ½ stories (25')	10'	20'	15'
MRA	10,000 s.f.	80'	90'	25'	10'	20'	15'
MRB	10,000 s.f.	80'	90'	35'	10'-20'	20'	15'
MRO	10,000 s.f.	80'	90'	3 stories (35')	10'	20'	15'
MRT	No minimum standards			25'	No minimum standards		
MRP	10,000 s.f.	80'	90'	1 story (20')	No minimum standards		

TABLE 27
MIXED COMMERCIAL AND RESIDENTIAL DEVELOPMENT STANDARDS

Zoning District	Minimum Lot Area	Average Lot Width	Minimum Lot Depth	Maximum Building Height	Minimum Side Yards	Minimum Setback	Minimum Rear Yard
RB	5,000 s.f.	N/A	N/A	35'	10' when adjacent to residential		
C	7,500 s.f.	55'	75'	35'	10'-20'	10'	10'20'
SRB	5,000 s.f.	N/A	N/A	35'	10'	6'	10'
C-1	7,500 s.f.	55'	75'	2 ½ stories (35')	10'	10'	10'
APO	4.94 acres	N/A	N/A	22'-36'	49.21'	26.25'	26/25'

The standards for on- and off-site improvements contained in the Subdivision Ordinance do not constitute a constraint to housing development. They are no more restrictive than those typically found in other Contra Costa County cities. Indeed, in some cases, less restrictive standards exist in Lafayette, since sidewalks with full curb and gutters are not required for most types of residential subdivisions. Sewer and water connection fees are established by the Contra Costa Central Sanitary District and the East Bay Municipal Utilities District and are therefore similar to other jurisdictions served by these districts in the County.

Inclusionary Housing Program

The Inclusionary Housing Program does not represent a constraint to housing development. The majority of multi-family housing in Lafayette will be built Downtown where there exists vacant and underdeveloped land permitting residential development at densities up to 35 units per acre.

The revised Housing Chapter contains many incentives that would reduce the cost of providing inclusionary units, such as density bonuses, a higher-density mixed use land use designation, and use of redevelopment and other housing funds.

Inclusionary Housing Programs are an established and proven method to ensure the construction of affordable housing. There are approximately 48 jurisdictions in California with inclusionary housing programs that have led to the production of over 20,000 affordable below market rate units.⁴

The cost of providing inclusionary units would: (1) be passed on to the market rate units, reducing the profit margin of the developer, (2) be reflected in a reduction in the value of the land, (3) be partially compensated by density bonuses, fee reductions or other government incentives, or (4) a combination of these effects. The allocation of this burden would depend on general market conditions and the relative bargaining power of the parties.

The element proposes that 10 percent inclusionary housing be provided on multi-family developments only, which is significantly less than 15 percent requirement applied to all housing development typically levied by other jurisdictions.

This requirement is not acting as a constraint to housing development in Lafayette, since the City approved a development application for 75 apartments on the BART Block, (one of the underdeveloped sites Downtown) with 15 inclusionary housing units.

Secondary Living Units

Title 6, Chapter 6-5, Article 3 of the Municipal Code sets forth regulations for secondary living units in single-family residential zoning districts. These regulations allow one second-unit per parcel on single-family residential lots provided that certain conditions are met. These include that the second unit:

- does not have more than one bedroom
- is between 250 sq.ft. and 750 sq.ft.
- is attached to the primary residence

4 *Inclusionary Housing Survey Report*, San Diego Housing Commission, 1992.

- complies with all applicable building codes
- conforms to existing zoning, fire and other health and safety codes
- is owner occupied or that the primary unit is owner occupied

California legislation (Chapter 1150, Statutes of 1990) amended Government Code §65852.1 and 65852.2 relating to second units. The legislation:

- Increases the minimum age limit for occupants of certain second units intended for senior citizens from age 60 to age 62; and
- Increases floor area maximums from 15 percent to 30 percent of the existing living area for attached second units, and from 640 square feet to 1,200 square feet for detached second units.

Policies and programs of this updated Housing Chapter call upon the City to review the existing Second Unit Ordinance to ensure that it allows for maximum possible second unit construction in compliance with current California requirements.

Design Review

Lafayette adopted its Residential Design Review Guidelines on July 30, 1990. The stated goals of the design review process are to 1) minimize the visibility of structures and other improvements and to protect views to the hills, 2) retain natural features of the land, and 3) protect vulnerable habitat and native vegetation. The guidelines set forth criteria for site and building design and landscaping, with emphasis on hillside and ridgeline areas. The guidelines do not represent a significant constraint to housing production in Lafayette. (See Appendix B.)

On November 12, 1991, the Lafayette City Council approved Ordinance No. 386 (effective December 12, 1991), which requires design review for construction of two-story structures and second-story additions in residentially zoned districts. The stated intent of the regulations is to minimize loss of light and privacy to neighbors, to minimize the out-of-scale appearance of large structures, to maintain the existing character of established residential neighborhoods, and to permit reasonable expansion of existing structures.

Condominium Conversions

The conversion of apartment units to condominium units was a major regional problem identified by the Association of Bay Area Governments in the late 1970's. In response, the Lafayette City Council adopted a Condominium Conversion Ordinance in 1979 requiring an evaluation of each potential conversion in the City. The Ordinance provided that the City should deny a conversion if the evaluation revealed that the conversion would be incompatible with the goals and policies of the General Plan.

In 1985, the City Council adopted amendments to the Ordinance (Chapter 32 of Title 6 of the Municipal Code) to allow a maximum of 12 such conversions annually. The provisions also provide for a review of this limitation in order to prevent adverse effects on the City's existing rental stock. The ordinance sets forth a general policy that units appropriate for conversion should be higher-quality units, the loss of which would have the least effect on low- and

moderate-income tenants. Thus, while these restrictions place limitations on conversion of rental units to condominiums, they have the beneficial effect of preserving the diversity of the City's housing stock.

Development Fees

Table 28 lists Lafayette's permit, development, and impact fees and provides a comparison of fees for other cities in Contra Costa County. Based on a survey of other cities, Lafayette's fee levels for developers are midway in the range of fees charged by neighboring cities. Total estimated fees for construction of a 2,500 square foot single-family home are \$33,654. It should be noted that approximately 40 percent of this total is from development fees imposed by agencies outside the City's control.

The City requires payment of different fees as a condition of development approval. Fees are tied to the City's actual costs of providing necessary services such as project review and plan checking fees or are set to recover the cost of needed infrastructure. These fees are reviewed and adjusted periodically; Lafayette's fees were last adjusted in July 1998. The City is in the process of amending its planning fees. Planning fees are a small percentage of the total fees charged so even if the fees are increased, they would not constitute a deterrent to development.

Since fees, particularly development impact fees, are set to recover the cost of needed infrastructure so that new development can proceed while maintaining desired public service levels, it can be concluded that the City's existing fee levels are appropriate and do not constitute an undue governmental constraint on housing production. At the same time, the City recognizes that development impact fees represent a substantial cost, particularly for affordable housing development; therefore, the City has utilized funds to defray development impact fee costs for affordable housing projects, such as Phase I of the Town Center mixed-use project, on a case-by-case basis. The Town Center project contains 75 residential units, 12 of which are subject to affordability covenants.

TABLE 28
DEVELOPMENT FEES FOR LAFAYETTE AND SELECTED CITIES

City	Valuation	Planning Fees	Building Permit Fees	School Impact Fees	Other Impact Fees	Utility & Other Fees	Total Fees
Lafayette	\$255,950	\$568	\$5,680	\$5,125	\$7,343	\$14,938	\$33,654
Pleasant Hill	225,885	108	2,342	3,300	5,003	11,000	26,803
Orinda	255,950	2,760	6,033	5,125	11,219	15,389	40,526
Moraga	255,950	750	5,680	4,825	9,146	16,085	36,486
Walnut Creek	251,722	467	3,500	4,125	4,100	14,537	29,969

“Other Impact Fees” include assessment fees for parks, drainage and transportation.

Building and Municipal Codes

Building codes and enforcement do not constrain housing development in Lafayette. As the City of Lafayette does not maintain its own Building Department, the Contra Costa County Building Inspection Department provides building inspection and building code enforcement services to the City. New construction is required to meet the requirements of the Uniform Building Code (UBC).

The County Building Department inspects housing units when an owner seeks a building permit for additional construction or when a specific complaint relating to the health and safety of the building occupants is received. In conformance with the UBC, the County requires new construction to meet all building codes in effect today, but does not typically require previous work that was completed with the necessary permits to comply with current standards.

In 1999, the City created a code enforcement position to monitor compliance with the zoning ordinance and other sections of the Municipal Code. The City’s code enforcement officer meets on a weekly basis with the County’s code enforcement division to coordinate tasks. A summary of code enforcement activities in 2000 is listed in Table 29. The City attempts to strike a balance between preventing blighted conditions and not setting the standard unnecessarily high. The code enforcement officer also serves as an information officer, providing the homeowners with copies of the City’s regulations and advising them of ways to bring their properties into compliance.

TABLE 29
YEAR 2000 CODE VIOLATION COMPLAINTS*

Month	Building Code & Zoning Violations	RVs, Trailers, Boats, Vehicles	Noise	Signs	Home Business	Tobacco	Trees	Nuisance	Junk Yard Property
January	4	12	1	2	0	0	1	8	0
February	5	9	0	4	0	0	1	7	1
March	5	11	1	4	0	0	0	12	2
April	8	19	3	2	0	0	4	5	2
May	4	7	4	6	0	0	0	11	1
June	7	9	6	4	1	0	2	5	4
July	9	5	0	1	1	0	2	10	1
August	11	6	0	4	0	0	0	5	6
September	5	7	1	7	1	0	0	5	8
October	4	4	1	5	2	0	0	5	4
November	1	5	3	1	0	0	1	2	4
December	6	4	0	2	0	1	4	6	6
Year End Totals	69	98	20	42	5	1	15	81	39

*This table logs the number of complaints received in total. A given violation could generate more than one complaint call.

Processing Time

The time taken to process development applications affects housing costs, since interest on loans must continue to be paid. The longer it takes for the development to be approved, the higher the costs will be. The time to process residential developments does not constitute a constraint in Lafayette. The following are estimated processing times for residential development.

Applications for a building permit on a dwelling with no special permit or exception to the standards required:

- Planning Division - 1/2 to 1 hour

- Building Department - 2 hours to 2 weeks

Review requiring special zoning permit or exception to zoning regulations requiring one or more public hearings (e.g. Variance, Design Review, Use Permit):

- Planning Division, Design Review Committee, or Planning Commission - 3 to 8 weeks
- Building Department - 2 hours to 2 weeks

Review requiring change of zoning or subdivision, or Environmental Impact document:

- Planning Division, Planning Commission, or City Council - 12 weeks to 1 year
- Building Department - 2 hours to 2 weeks (Includes code compliance, structural, grading, and Title 24 review. Does not include back-up time, rework by applicant, or field inspections and varies with the complexities of the plan. Back-up time varies with volume of applications in the department and can be as long as two to three weeks.)

These processing times are comparable to the time taken for processing similar projects in surrounding cities. It is anticipated that implementation of the policies contained in this Housing Chapter will reduce the time required for reviewing projects incorporating affordable housing units.

Infrastructure Constraints

Despite the buildout figures mentioned earlier, there exist potentially significant constraints to increased housing development related to the adequacy of the City's infrastructure. These include:

- The potable water system is in need of immediate and significant repair and upgrading. Leaks have been identified on several main water distribution lines and several others show signs of deterioration. This problem is being actively assessed by the East Bay Municipal utility District.
- Several areas have inadequate storm drains and others are in need of repair. This problem is being actively assessed by the City.
- Traffic congestion on arterials is a significant and worsening problem. Through-traffic during peak hours is the predominant source of traffic congestion. The City is currently undertaking capital improvement projects to alleviate traffic congestion, particularly in the downtown.
- The majority of future residential development will occur downtown, since the City is nearly built out and the majority of remaining vacant and underdeveloped parcels permitting higher-density residential uses are located there. The Downtown is ill equipped to handle a large increase in population since it has few amenities such as parks, trails, and other recreation facilities.
- Financial limitations are acute, since Lafayette is one of the few "no property tax" cities in California.
- The existing hilly topography and layout of the City creates the need to study several safety issues such as seismic constraints and emergency evacuation plans.

- The impacts of increasing enrollment in an already strained educational system needs to be analyzed.

The City's infrastructure problems have received considerable attention in recent years. Lafayette adopted a Redevelopment Plan in 1995 with a specific projects list designed to remedy many of the City's infrastructure problems that include:

- Redevelopment funds are projected at \$75 million over the life of the plan. The redevelopment area covers the downtown where the majority of the City's future housing development would occur.
- Replace and reconstruct storm drains in coordination with street reconstruction projects.
- Undertake pavement management efforts including reconstruction of Mt. Diablo Boulevard and other streets located in the project area.
- Underground utilities and replace streetlights with vintage lamp fixtures in the core downtown area.
- Improve traffic, parking and pedestrian circulation in the core business district.
- Improve meeting places and provide gathering points and activity areas for Lafayette's senior citizens.
- Rebuild and/or upgrade Lafayette's public library facility.
- Implement the City's new Downtown Street Improvement Master Plan, which includes planting new and replacing deficient street trees, improving and irrigating street islands, and improving pedestrian walkways.
- Procure land and provide convenient off-street parking lots in the downtown area according to the City's master parking improvement plan.

In addition, Lafayette voters approved a bond measure for \$6 million in November, 1995 to improve the infrastructure problems outside downtown.

As a consequence of these actions, namely the passage of the bond measure, the allocation of redevelopment funds to solve the drainage and street problems are included in the Five-Year Capital Improvement Plans, the City's infrastructure problems are being remedied and Lafayette will have the infrastructure in place to accommodate its housing development potential.

Market Constraints

Market constraints include the cost of land and improvements, construction costs, interest rates, profit, property taxes and the wide range of factors which determine consumer preference in the housing market. Most of these factors are beyond control of local governments, although occasionally the cost of land and interest rates can be reduced in order to encourage affordable housing production.

The availability of financing is a key component in determining the affordability of homes. Small increases in the interest rates can have a significant impact on the amount of monthly mortgage payments, and thereby limit many people from qualifying for a home loan.

The cost of land and housing construction in Lafayette is generally higher than in other jurisdictions in the Bay Area. An informal survey of local real estate brokers and developers indicated the following range of costs for construction of a single-family home in the City:

Land costs	\$175,000 to \$800,000 per parcel
Construction costs	\$80 to \$200 per square foot

Land costs are relatively high in part because few lots under one-half acre in size remain undeveloped in the city. Higher construction costs reflect the greater incidence of custom-home construction in Lafayette.

Very little data are available on land and construction costs for multi-family housing, because relatively few multi-family units have been developed in Lafayette in recent years. One local developer estimates that land costs (including sewer, water, grading, and drainage improvements) for a typical townhouse development are in the range of \$25,000 to \$30,000 per unit, and that construction costs average approximately \$65 per square foot.

While financing for housing development has generally become more difficult to obtain, there is no shortage of construction or mortgage financing in Lafayette for new construction or rehabilitation. There is no evidence of mortgage deficient areas or "redlining" practices in Lafayette. Interest rates are consistent with those found throughout Contra Costa County.

CITY-ADMINISTERED RESOURCES

In 1994, Lafayette adopted a redevelopment plan for a 294-acre project area located along the Mt. Diablo Blvd. corridor. State law requires that at least 20 percent of all tax increment revenue generated from the redevelopment project area must be deposited in a special Low and Moderate Income Housing Fund (LMI Fund) to be used by the Redevelopment Agency to fund projects that increase, improve, or preserve the supply of affordable housing. Typically, LMI Funds may be spent on a broad range of housing activities including acquisition of land or buildings, construction of buildings, on-site or off-site improvements, rehabilitation, and paying a portion of the interest on the bonds issued to finance low- and moderate-income housing. However, the range of options for use of Lafayette's LMI Fund is limited by a 1995 settlement agreement between the LRDA and Contra Costa County. Under the agreement, the LDRA commits to make good faith efforts to deliver 20 units of Special Needs Housing by January 1, 2001. In addition, pursuant to the agreement, the LDRA agrees that Special Needs Housing and housing for seniors are the highest priority for funding from the LMI Fund.

As of fiscal year 2000/2001, the LRDA Low and Moderate Income Housing Fund contained \$311,921. Assuming a four percent annual increase in assessed valuation, a total of \$1,482,694 will accrue through 2006, if unused. As of November 1999, no money has been spent from the LMI Fund.

TABLE 30
LOW AND MODERATE INCOME HOUSING FUND ACCRUAL

Fiscal Year Increment	Funds Accrued
Balance (end of FY 00/01)	\$ 311,921
Increment from FY 01/02	\$ 165,114
Increment from FY 02/03	\$ 198,299
Increment from FY 03/04	\$ 232,781
Increment from FY 04/05	\$ 268,642
Increment from FY 05/06	\$ 305,937
Total Funds Available 2001-2006	\$1,482,694

The LRDA Five-Year Implementation Plan (2000-2004) contains two specific objectives related to housing. The first objective is to provide twenty units of Special Needs housing as stipulated by the 1995 settlement agreement. Specifically, the LRDA and Contra Costa County are to cooperate and make good faith efforts to obtain the construction, rehabilitation, or other provision of not less than twenty new or existing units of affordable Special Needs Housing for disabled persons. Efforts will consist of planning, design and construction phases of housing and assistance in defraying direct and indirect costs incurred in connection with the efforts to obtain the Special Needs Housing. Fifty percent of available LMI Funds will be allocated to meet this objective. (Assuming the tax increment forecast shown above, this would provide approximately \$741,000 over the next five years.)

The second objective is to design and implement other housing assistance programs consistent with the availability of funds within the LMI Fund. Programs identified in the LRDA Five-Year Implementation Plan and minimum funding levels include developing a specific program to assist senior housing (\$1,000,000), a program to assist in the rehabilitation of existing multiple family units within the redevelopment project area (\$500,000), and a program to assist first-time homebuyers (no minimum funding level identified).

COMMUNITY SENTIMENT

The City of Lafayette is committed to upholding the goals of its General Plan, which include:

1. Preserving and enhancing the character of Lafayette as a low-density semi-rural residential community, and
2. Facilitating and encouraging the development of diverse housing types and additional affordable housing units to accommodate diversity amongst Lafayette citizens in terms of age and socio-economic background and to meet regional housing needs.

The community values the semi-rural character of its hillside residential neighborhoods. Only lower density residential developments are allowed here to retain the undeveloped character of the hillsides and in recognition of the environmental constraints for hillside development. However, in and around the Downtown, the City allows higher density residential developments.

The MRA, MRB, MRO, MRT, and MRP districts permit non-single family residential units by right. The four Downtown commercial zoning districts allow multifamily units with a use permit.

Community attitudes toward housing play a crucial role in determining the type and cost of housing that will be built in the City. A key to obtaining development approvals is to secure the support of the local neighborhood. Developers of potentially controversial housing projects should make the effort to address the legitimate community concerns regarding the type of housing proposed, the characteristics of the potential occupants of the housing units, noise, increases in traffic, and the impact that the proposed development will have on City services. Involving the community in the early phases of a project is essential for creating the basis for cooperation and constructive participation in the planning process.

OPPORTUNITIES FOR ENERGY CONSERVATION

The City encourages energy conservation in residential projects. The building orientation, street layout, lot design, landscaping, and street tree configuration of all residential projects are reviewed in order to maximize solar access and energy conservation. Residential structures must meet the requirements of Title 24 relating to energy conservation features of the Uniform Building Code.

HOUSING CHAPTER APPENDIX A

EVALUATION OF PREVIOUS HOUSING ELEMENT

Implementation Program Summary	Purpose	Evaluation and Impact on this Element
1.1 Retain existing residential zoning and discourage non-residential uses in these zones. Continue to require architectural review of non-residential structures.	Ensure that new development conforms with existing neighborhood character	Implemented and ongoing.
1.2 Consider amendments to the existing condominium conversion regulations (Chapter 32 of Title 6 of the Municipal Code) when this matter becomes an issue in the City.	Adequate protection of the existing rental housing stock.	Matter not currently an issue in the City. No applications for condominium conversions were processed between 1994 and 1998. This program is included in the housing element update.
1.3 Review and revise the zoning ordinance, as required, to ensure adequate protection exists to prevent the replacement of small, affordable units with larger and more expensive units, that are not in keeping with the character of the neighborhood.	Preserve affordable housing.	Successful. New two-story homes are subject to design review to ensure that the character of the existing neighborhood is maintained.
1.4 In cooperation with the Contra Costa County Housing Authority [CCCHA], participate in the Neighborhood Preservation Program, which provides low interest loans for the rehabilitation of homes owned or occupied by low- to moderate-income households.	Facilitate the rehabilitation of existing affordable housing.	Not implemented. The City, however, refers any requests for loans to the CCCHA.
1.5 Continue to permit new housing units and housing rehabilitation in commercial zoning districts subject to approval of a land use permit as specified in the Zoning Ordinance.	Preserve existing housing and promote new housing in mixed-use areas.	Successful. The City approved seventy-five apartment units in the downtown in 1998. The zoning ordinance continues to allow multifamily residential in commercial districts.

Implementation Program Summary	Purpose	Evaluation and Impact on this Element
1.6 Provide for annual review by the Planning Commission and City Council of the City's Capital Improvement Program.	To determine what special priorities are needed for capital improvement projects required to maintain the community's older residential neighborhoods.	Successful and ongoing. The Planning Commission and City Council conduct an annual review of the CIP. A number of downtown streets serving older neighborhoods were repaved or reconstructed over the last seven years, including Moraga Blvd., First Street, Lafayette Circle, Brook Street, and South Thompson Road.
1.7 Contact the Shared Housing Association in Contra Costa County to determine whether the Association would be interested in implementing such a program in Lafayette.	Providing housing for seniors.	Not implemented. This program is included in the housing element update.
1.8 Provide energy conservation information for public distribution.	Encourage energy conservation measures in housing developments.	Successful: Energy conservation is a part of the project review process. An energy conservation program is included in the housing element update.
1.9 Develop a code enforcement program	Encourage the rehabilitation and/or elimination of physically obsolete and substandard housing	Successful. A code enforcement position was created and filled in 1999 to monitor housing conditions.
2.1 Review and revise the C-1, SRB, RB and C zoning districts to facilitate the construction of multifamily residential uses.	Encourage multifamily or mixed-use developments in commercial areas.	While no changes have yet been made to the commercial zoning districts, it must be noted that the zoning ordinance allows multifamily residential units in commercial districts with a use permit. In 1998, the City approved the construction of 75 apartments in the commercial area
2.2 Identify the vacant and underdeveloped sites where duplex housing units are allowed.	Offer a variety of housing types.	Not implemented. The zoning ordinance, however, allows this type of housing <u>by right</u> in the D-1, MRA, MRB, MRO and MRP districts.

Implementation Program Summary	Purpose	Evaluation and Impact on this Element
2.3 Seek sponsors to utilize State funds to develop a limited equity cooperative [LEC].	Facilitate the construction of affordable housing.	Not implemented. Affordable housing units were constructed using other financial incentives (see Town Center)
2.4 Review the existing Second Unit Ordinance and the number of such units that have been built in the past three years to determine what modifications of this section of the Zoning Ordinance may be required to increase the number of these units constructed.	Facilitate development of second units.	Partly implemented. The City Council has authorized the study of the second unit ordinance to determine whether detached second units should be allowed with a use permit. Three second units were constructed between 1994-1998.
2.5 Review standards for placement of manufactured housing units on permanent foundations in existing developments, and amend the Zoning Ordinance accordingly.	Facilitate manufactured housing.	Information provided and one unit has been built. Manufactured housing program included in the housing element update.
2.6 Establish an Inclusionary Housing Ordinance to require developers of residential developments of ten (10) or more units in multifamily housing zoning districts to provide up to 10% of their units at rents or purchase prices affordable to very-low to moderate income households.	Facilitate the construction of projects with mixed income households.	While an Inclusionary Housing Ordinance has not yet been adopted, the City has required that developers provide the 10% affordable set-aside in the following projects: 1. Town Center (75 total units)
2.7 Develop and maintain an inventory of vacant and / or underdeveloped residential land, distinguishing between land within the City limits and land within the City's Sphere of Influence. Provide copies of the inventory for public distribution.	Provide this inventory to developers of affordable housing projects.	Implemented. The City maintains an inventory of vacant and underdeveloped land.
2.8 Identify housing impacts and appropriate mitigation measures for employment-generating commercial, office and industrial developments. Require developers to either build housing units and/or contribute to the Housing Fund pursuant to a Housing Impact Fee.	Determine housing needs generated as a result of large-scale non-residential development.	The City did not approve any large-scale non-residential development during the review period due to the unavailability of land.

Implementation Program Summary	Purpose	Evaluation and Impact on this Element
2.9 Consider the adoption of a housing impact fee to be imposed on all new development.	Funds collected shall be used to facilitate the development of affordable housing.	Not implemented. This program is included in the housing element update.
3.1 Revise the Zoning Ordinance to permit senior housing developments, for persons aged 55 and over, in specified residential and commercial areas with reduced parking, setback and other requirements.	Providing housing for seniors.	Not implemented. The City completed a senior housing needs study in 1997. The study determined that either congregate care or assisted living facilities were needed to meet the needs of the senior population in Lafayette. Providing housing for seniors continues to be a goal of the housing element update.
3.2 Designate an area or parcel of land suitable for senior housing funded by a HUD 202 or similar program.	Providing housing for seniors.	Not implemented. Providing housing for seniors continues to be a goal of the housing element update.
3.3 Revise the Zoning Ordinance to require at least 5% of new multifamily residential projects to built for disabled persons consistent with Federal and State laws and 20% of all ground floor units in apartments and condominiums to be handicapped accessible.	Improve housing accessibility for the disabled.	The zoning ordinance has not been revised. However, in 1998, the City required that <u>all</u> twelve affordable units in the Town Center project be made available to persons with disabilities.
3.4 Include in the Density Bonus provisions of the Zoning Ordinance incentives for the provision of housing units affordable to first time homebuyers who need or qualify for affordable housing.	Facilitate housing for first time homebuyers.	Not implemented. Providing housing for first time homebuyers continues to be a goal of the housing element update.
3.5 Operate a Housing Fund, with contributions of funds collected from private and public sources to implement and / or supplement the City's housing programs.	Provide funding for affordable housing programs.	Successful: The Redevelopment Agency operates a Low and Moderate Income Housing Fund.
3.6 Revise the Zoning Ordinance to comply with the Density Bonus provisions of Government. Code §65915-65918	Provide incentives for the construction of affordable housing.	Not implemented. Density bonus provisions are included in the housing element update.

Implementation Program Summary	Purpose	Evaluation and Impact on this Element
3.7 Amend the Zoning Ordinance to remove constraints to the construction of affordable housing. Permit density bonuses for projects that provide affordable housing.	Provide incentives for the construction of affordable housing.	Not implemented. Density bonus provisions are included in the housing element update.
3.8 Provide fast-track processing for projects with affordable housing.	Fast track processing means giving projects with affordable housing units a priority over other non public health and safety related projects in the processing and review by City staff. It does not mean eliminating any of the City's regular public notice and hearings or other project review procedures.	Implemented and ongoing.
3.9 Follow CEQA procedures to expedite permit processing for all development, including a) encouraging preliminary project review by staff and b) considering the use of mitigated negative declarations, focused EIR's and other procedures where appropriate	Allow faster permit processing.	Implemented and ongoing.
3.10 Require developers utilizing tax-exempt financing to include language in agreements with the City permitting persons and households eligible for HUD Section 8 rental assistance or Housing Voucher Folders to apply for below-market-rate units provided in the development.	Improve affordable housing opportunities.	Not implemented. This program is included in the housing element update.
3.11 Support efforts to obtain all available State and Federal assistance to develop affordable housing both for seniors, large households and households with children. Support efforts to apply for the HCD's HOME Program and CFHA Rental Assistance Program.	Although Federal assistance for new construction is unavailable at the present time, the City may take advantage of any funds that may become available in the future. Encourage additional affordable units through, for example, developer agreements, revenue bonds, Senior Citizens Shared Housing program.	Ongoing.

Implementation Program Summary	Purpose	Evaluation and Impact on this Element
3.12 Revise the Zoning Ordinance to permit an emergency and transitional housing facility as a permitted use in the General Commercial Zoning District 1 (map symbol C-1).	Provide zoning for emergency housing.	This change will be made as part of the comprehensive revision to the zoning ordinance after the general plan is adopted in 2002.
3.13 Consult with the Lafayette Police Department and the County's Task Force on Homelessness.	Maintain ongoing estimates of the demand for emergency housing in Lafayette.	Ongoing. The police department has no statistics on the homeless population in Lafayette. The 1990 Census documented only one homeless person on the street in Lafayette.
4.1 Facilitate equal housing opportunity by establishing a City procedure for investigating and appropriately handling housing discrimination complaints.	Promote equal housing opportunity.	Draft element contains more specific programs to involve the City in promoting equal housing opportunity.
4.2 Provide nondiscrimination clauses in rental agreements and deed restrictions for housing constructed with City assistance.	Promote equal housing opportunity.	Successful and ongoing. The Town Center rental agreements have the nondiscrimination clause.
5.1 Prepare an annual report to the City Council and Planning Commission that describes the amount and type of housing activity correlated with an updated summary of the City's housing needs.	Facilitate citizen understanding of the City's Housing Element.	Annual reports are prepared by the Redevelopment Agency.
5.2 Update demographic information as the complete results of the 1990 Census, and other data, become available.	Facilitate citizen understanding of the City's Housing Element. Provides current data for needs assessment.	Successful.

Gov't. Code §65583(a)(3) requires "an analysis of the differences between what was projected or planned in the earlier element and what was achieved." The table above indicates that a number of programs in the previous element were not implemented. This was in part due to a lack of resources. Lafayette has a limited financial base relative to other cities: it does not collect property tax revenue, and it has no redevelopment agency to finance housing programs. Other programs were not successful because the city is nearly built-out. Residential development is principally infill: characterized by single family homes on the scattered, vacant lots with often severe site constraints, such as soil stability problems, steep slopes, and difficult access. Land prices prevent the construction of affordable single-family dwellings.

The revised element has recognized these limitations and contains several new programs which will result in the construction of additional affordable housing units, establishment of an inclusionary housing ordinance; establishment of a housing fund; establishment of density bonus programs in excess of the minimum state requirements; introduction of a housing impact fee, and other programs to meet special housing needs. These programs recognize that the majority of additional units will occur downtown at multifamily densities and impose requirements for affordable housing development as a condition of approval. This approach effectively utilizes the limited remaining developable land and staff resources of the City toward achieving the City's housing goals.

HOUSING CHAPTER APPENDIX B: RESIDENTIAL DESIGN REVIEW GUIDELINES

Design Review Guidelines

The City's Design Review Guidelines revised July 30, 1990 contain no restrictions or special requirements applicable to the construction of two-story multifamily housing. The guidelines contain recommendations for residential structures located in hillside areas. These are included below.

Areas where multifamily housing is permitted in Lafayette is located on flat terrain and is thereby not affected by hillside development regulations.

Residential
DESIGN REVIEW GUIDELINES



July 30, 1990

GENERAL GUIDELINES FOR RESIDENTIAL DESIGN REVIEW

The purpose of this document is to highlight, for the benefit of those filing for Design Review, the expectations of the City of Lafayette. The City of Lafayette requires design review of certain single-family residences in order to:

1. Minimize the visibility of structures and other improvements and to protect views to the hills.
2. Retain natural features of the land.
3. Protect vulnerable habitat and native vegetation.

These guidelines are intended to provide a general understanding of the criteria applied in the design review process. Each application, however, is considered unique, the reviewin body will base its decision on findings and conclusions appropriate to each individual application.

I. RESIDENTIAL GUIDELINES FOR HILLSIDE AND RIDGELINE AREAS

A. SITE DESIGN

1. NATURAL ENVIRONMENT:
 - a. An accurate land survey and contour map with tree locations, driplines and special features is necessary. Surveys must be wet signed by a registered Civil Engineer or Land Surveyor.
 - b. Site buildings to preserve trees and natural land features such as creeks and swales, rock out-croppings and prominent knolls.
 - c. Removal of trees requires review by the City Landscape consultant to evaluate condition and value in the landscape, and is generally not permitted except where there is no appropriate alternative to development of the site.
 - d. No tree should be removed before approval is granted by Design Review, Planning Department and other necessary regulatory agencies.

GENERAL GUIDELINES FOR DESIGN REVIEW

- e. Impacts on the natural visual character of the site should be minimized when viewed from offsite (FIGURE A).
 - f. Minimize the visual impacts of grading. (FIGURE B).
 - g. Minimize cut and fill slopes. Retaining walls within building footprint are preferred over exterior ones. Ease top and toe of cuts and fills. Where feasible cut and fills should balance.
 - h. Do not change the grade within the dripline of trees.
 - i. Identify and protect natural animal habitat.
2. PHYSICAL IMPACTS/PUBLIC AND PRIVATE SERVICES:
- a. Foundations, retaining walls, etc. should not be placed within the dripline of trees. Any construction requested within the dripline of a tree must be reviewed and approved by the City landscape Consultant.
 - b. Provide for a storm drainage system. Keep impermeable surfaces to a minimum of total property area. Include detention basins or ground water recharge facilities where appropriate. Downspouts should be tied to system.
 - c. Sedimentation, erosion, and soil stability should be addressed with the aid of a full soils report.
 - d. Utilities should be coordinated with adjacent facilities and be designed to minimize tree and grade disturbance.
 - e. Minimize impacts to neighbor's views and privacy.
 - f. Solar shading of adjacent properties should be avoided.
 - g. Avoid siting compressors, pumps, and other mechanical equipment where it is visible or will create a noise problem for adjacent property owners.
 - h. Adequate parking and safe turn-around facilities should be provided. Parking should be hidden from off-site view whenever possible.
 - i. Access roads should be as short as possible.

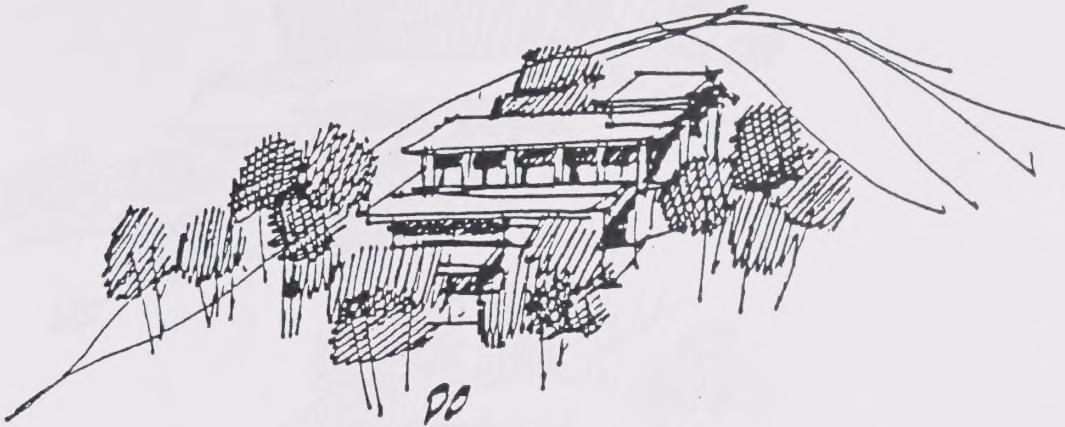
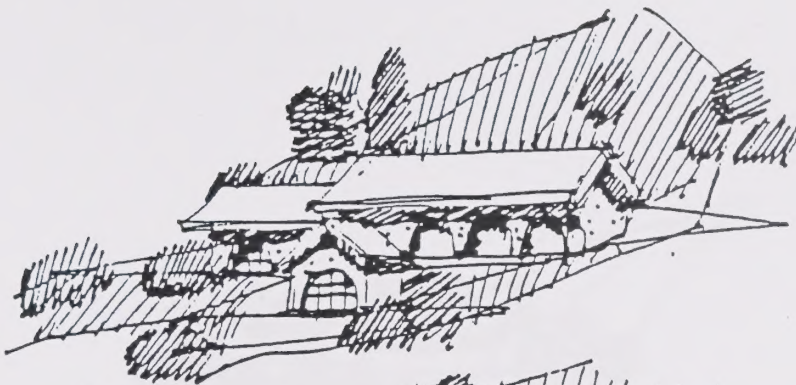
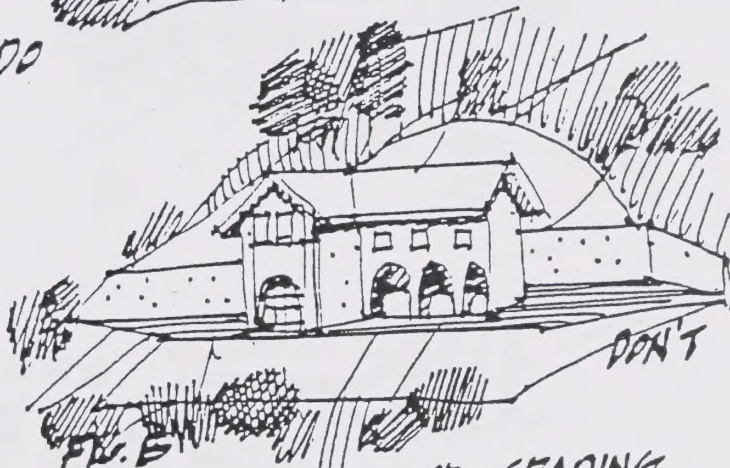


FIG. A MINIMIZE IMPACTS TO THE
VISUAL CHARACTER OF THE
SITE



DO



DON'T

FIG. B
MINIMIZE IMPACTS OF GRADING

FIG B

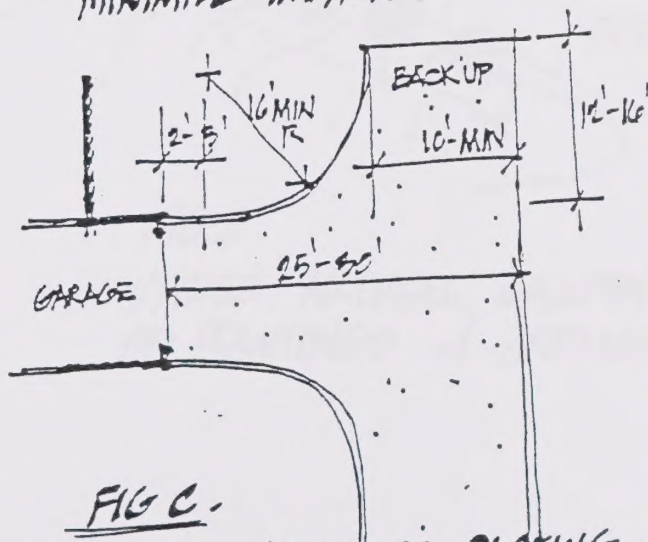


FIG C.
PROVIDE ADEQUATE PARKING at
TURN AROUND

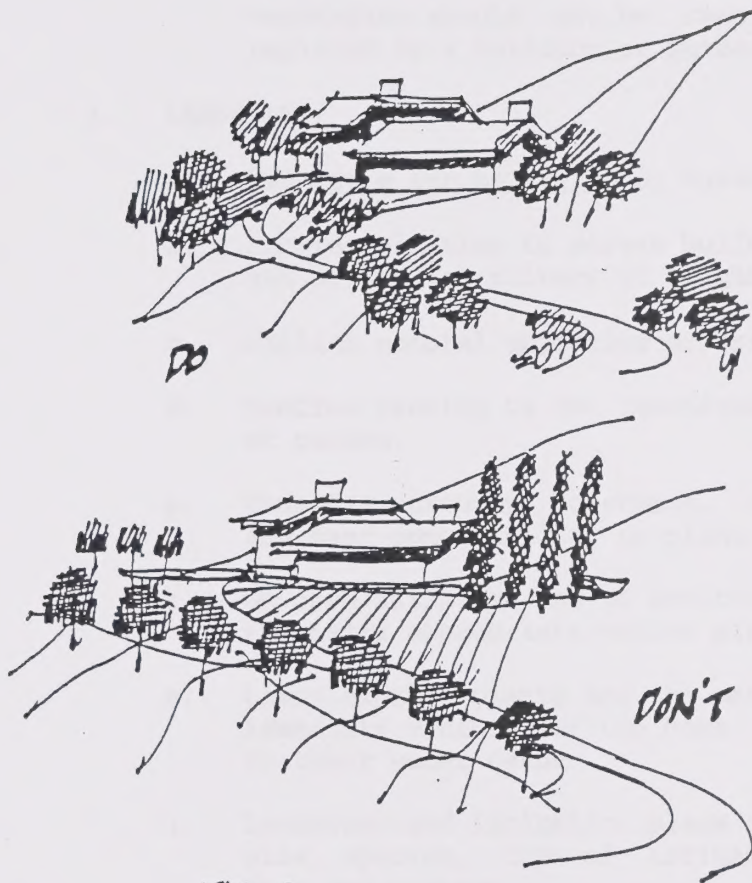


FIG. D
UTILIZE NATURAL GRAPINGS
OF PLANTINGS IN ARRANGEMENTS

GENERAL GUIDELINES FOR DESIGN REVIEW

- j. Dedication of right-of-way along public roads for paths, sidewalks, curbs, and gutters should be considered, if applicable.
- k. To avoid severe erosion caused by rains existing vegetation should not be removed from the site until replaced by a building or permanent landscaping.

3. LANDSCAPE:

- a. Use Trees for Lafayette by Russell A. Beatty as a guide.
- b. Provide planting to screen buildings from off-site views and to protect privacy of neighbors.
- c. Utilize natural appearing groupings of plants.
- d. Confine fencing to the immediate vicinity of house, pool or garden.
- e. Consider drought tolerance, climate, fire-prevention, and deer compatibility in plant selection.
- f. On open hillsides and in environmentally sensitive areas emphasize appropriate native plant species.
- g. Limit exotic plants and the need for irrigation to the immediate vicinity of the home. Group plants according to their water needs.
- h. Landscape and irrigation plans should include location, size, species, type of irrigation and protection from deer and gophers.

B. BUILDING DESIGN

1. SIZE AND SCALE:

- a. Buildings should be compatible with surrounding land features and/or other development. (FIGURE E)
- b. Buildings, through design, color, and materials should appear to be in scale with site and neighborhood, generally to minimize size or mass.
- c. Buildings in hillside areas should fit existing contours without need for expansive flat grading. Underpinning for structures should be screened and no more than 6' high. (FIGURE F)

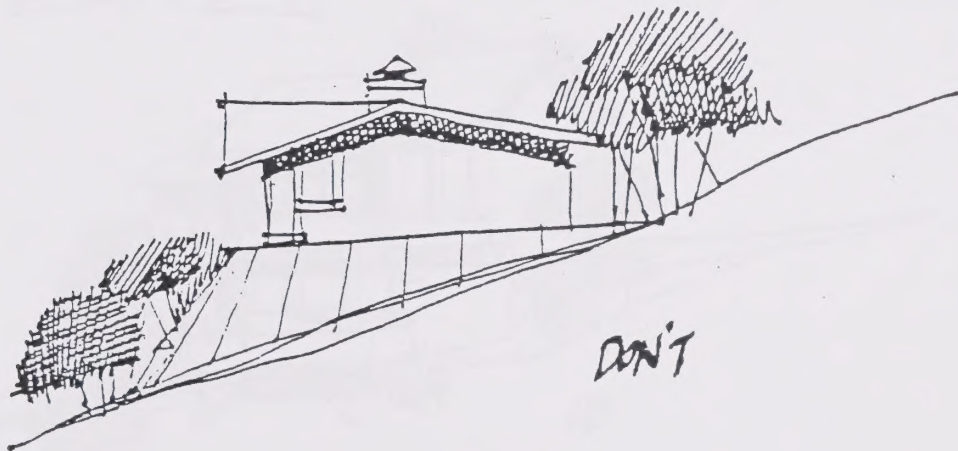
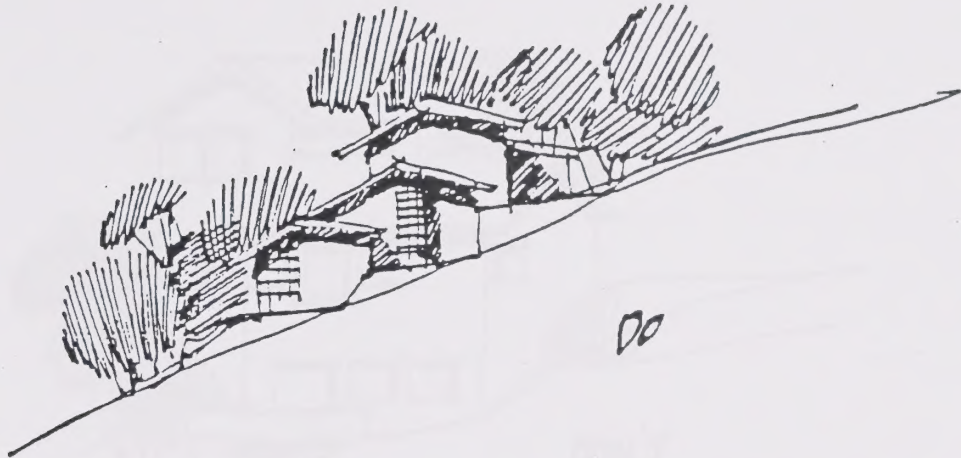


FIG. E
COMPATIBLE W/ LAND FEATURES
and AVOID EXCESS FLAT GRADING

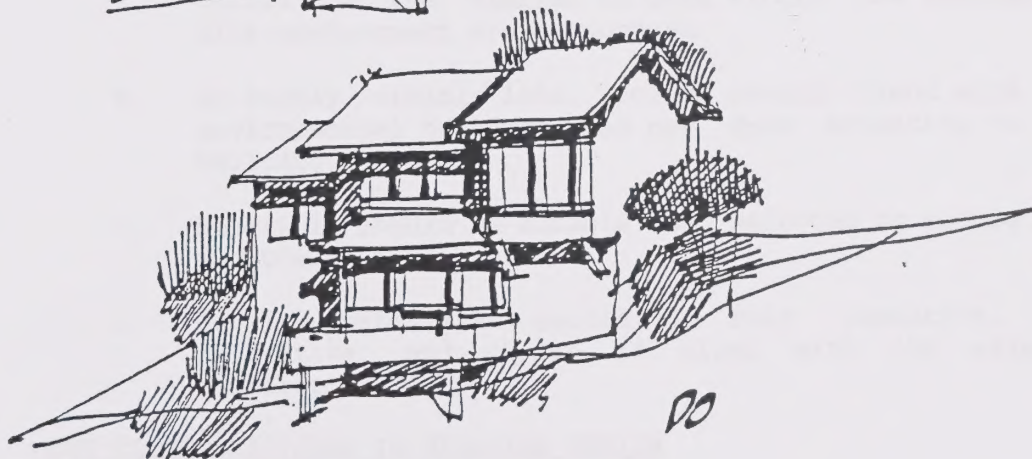
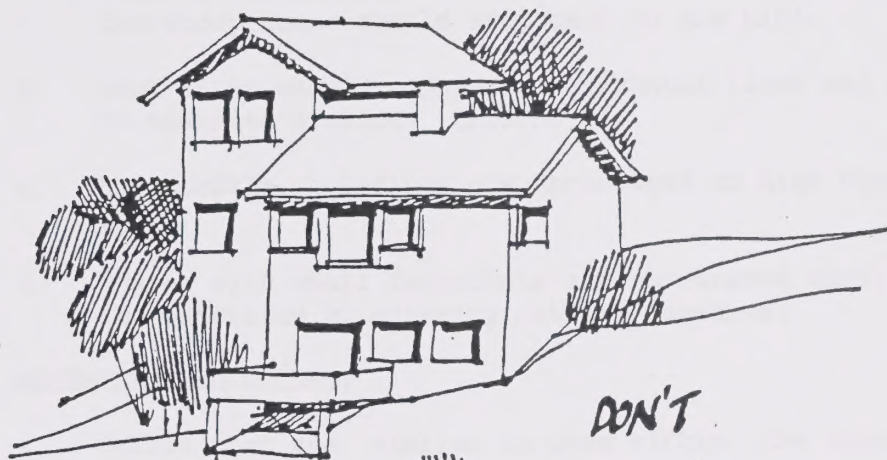


FIG.F
PROVIDE BREAKUP OF MASSING
A SHADOW RELIEF

GENERAL GUIDELINES FOR DESIGN REVIEW

2. ARCHITECTURAL FORM:

- a. Building facades should be articulated to provide shadows and breakup massing. The downhill facades of two-story homes should step back to the hill.
- b. Roof lines should emphasize horizontal lines and related to the site's slope. (FIGURE G)
- c. Low profile buildings are encouraged on high visibility sites.
- d. Houses with small footprints are encouraged where a site is restricted by existing natural features.

3. MATERIALS AND COLORS:

- a. Colors that are similar to ones within the surrounding site environment are encouraged.
- b. On highly visible lots, colors should blend with the environmental backdrop and not draw attention to the building.
- c. Materials should be durable and selected to reduce mass and scale.
- d. Roofing materials should be fire resistive, non-reflective and chosen to blend with the adjacent backdrop.

C. MOST COMMON MISTAKES IN HILLSIDE DESIGN

1. Inaccurate site information, including tree location, contours.
2. Excessive grading and padding of sites.
3. Oversized homes for building site.
4. Colors that do not blend with setting and draw attention to building.

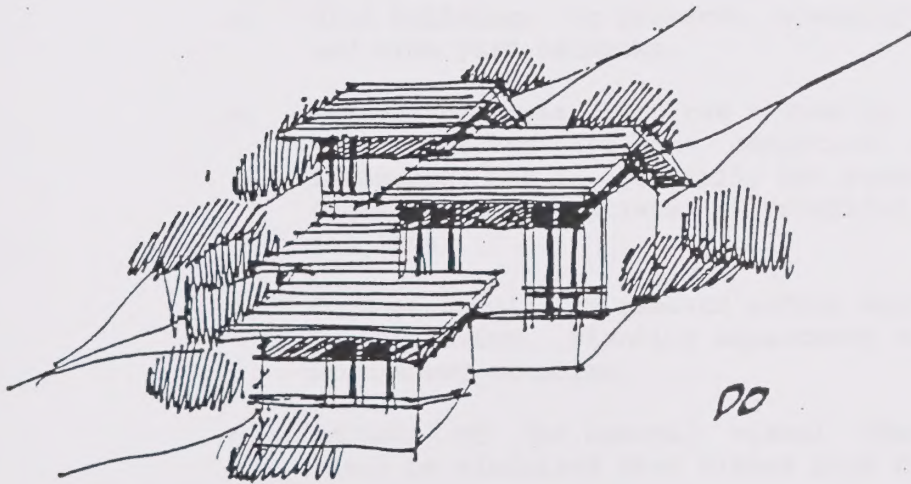
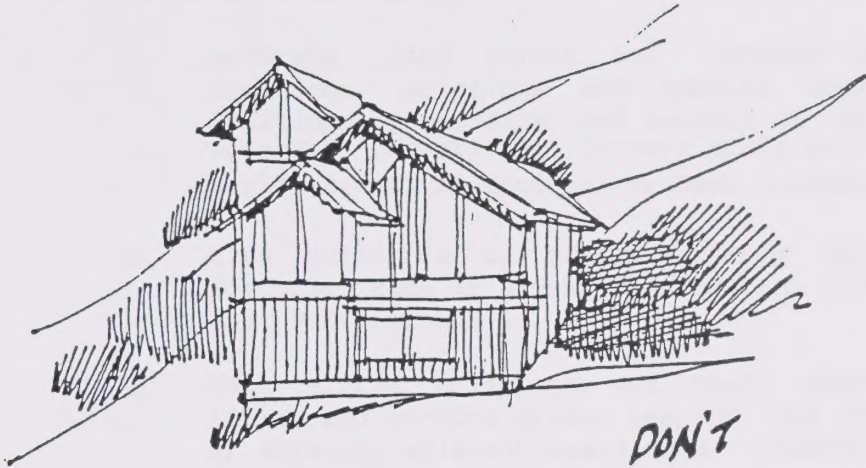


FIG. 6
ROOFS SHOULD EMPHASIZE HORIZONTAL
LINES & RELATE TO SITE'S SLOPE

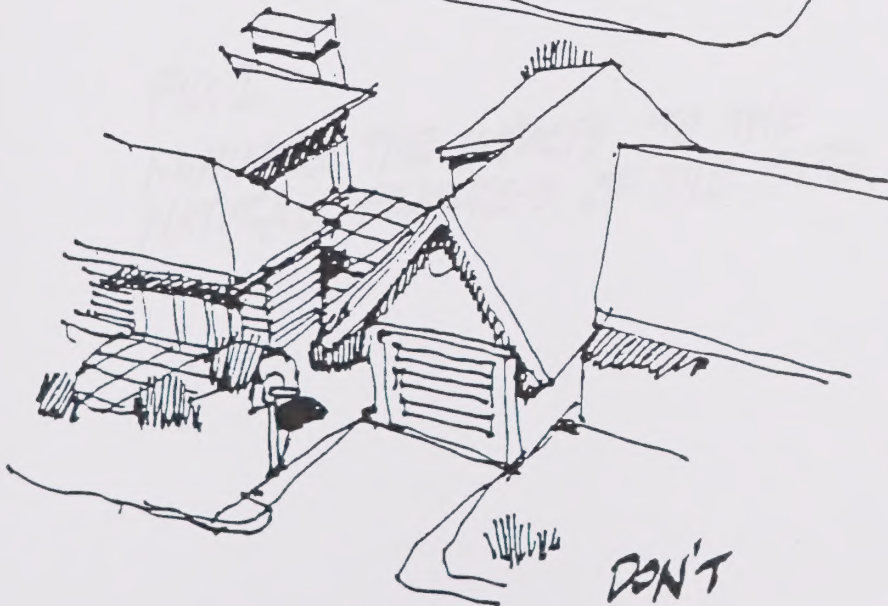
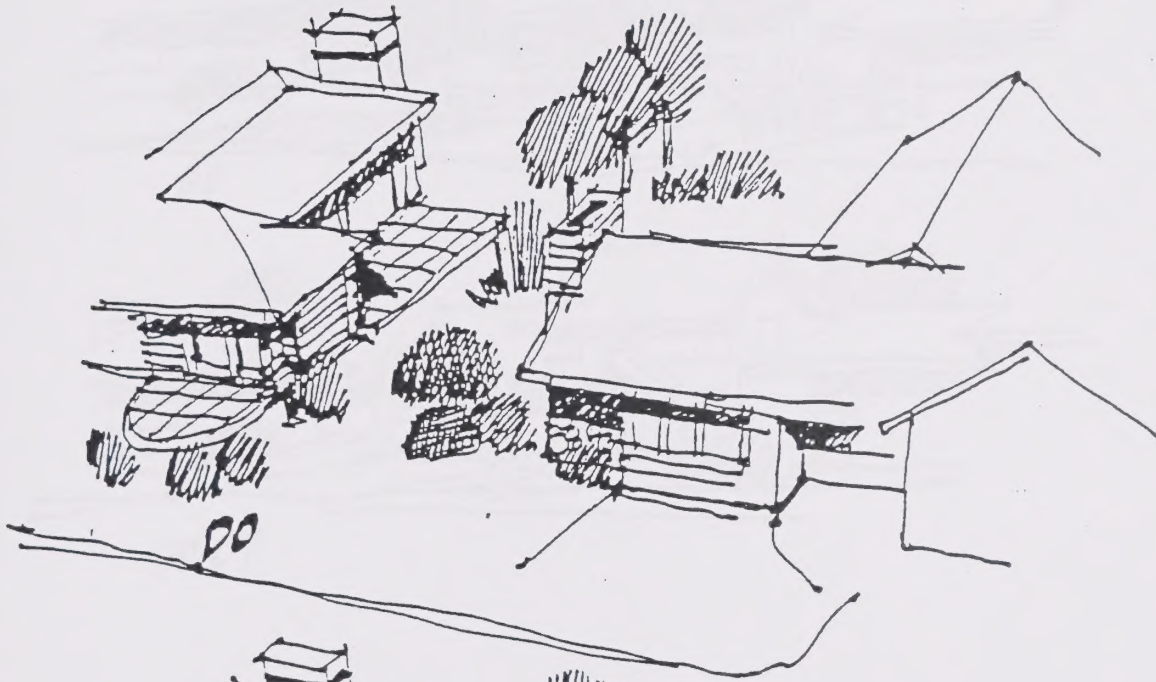
II. RESIDENTIAL GUIDELINES FOR ADDITIONS, REMODELING AND NEW HOMES WITHIN VALLEY AND INFILL AREAS

A. SITE DESIGN

1. NATURAL ENVIRONMENT:

- a. Accurate land survey and contour map with tree locations, driplines and special features including locations, footprints and heights of all structures on adjacent properties. Surveys shall be wet signed by a registered Civil Engineer or Land Surveyor.
- b. Site buildings to preserve trees and natural land features such as creeks and swales, rock out-croppings and prominent knolls.
- c. When siting buildings and their associated outdoor living and service areas, respect the privacy and views of existing adjacent residences. (FIGURE H)
- d. Site buildings to preserve visually established front and side yard setbacks.
- e. Removal of trees requires review by the City Landscape Consultant to evaluate condition and value in the landscape, and is generally not permitted except where there is no appropriate alternatives to development of the site.
- f. No tree should be removed before approval is granted by Design Review, Planning Department and other necessary regulatory agencies.
- g. Impacts of the natural visual character of the site shall be minimized when viewed from offsite. (FIGURE I)
- h. Minimize visual impacts of grading.
- i. Minimize cut and fill slopes. Retaining walls within building footprint are preferred over exterior ones. Ease top and toe of cuts and fills. Cut and fill should balance.
- j. Do not grade under the dripline of trees.
- k. Identify and protect natural animal habitat.

FIG. H CONSIDER THE VIEWS
and PRIVACY OF ADJACENT NEIGHBORS



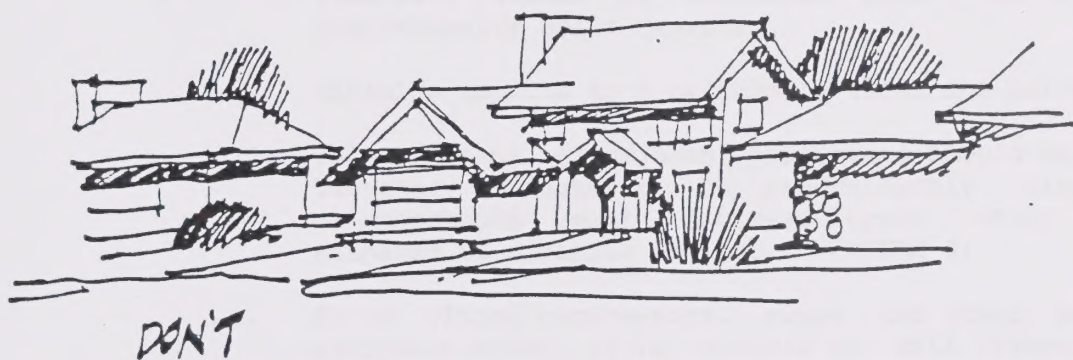
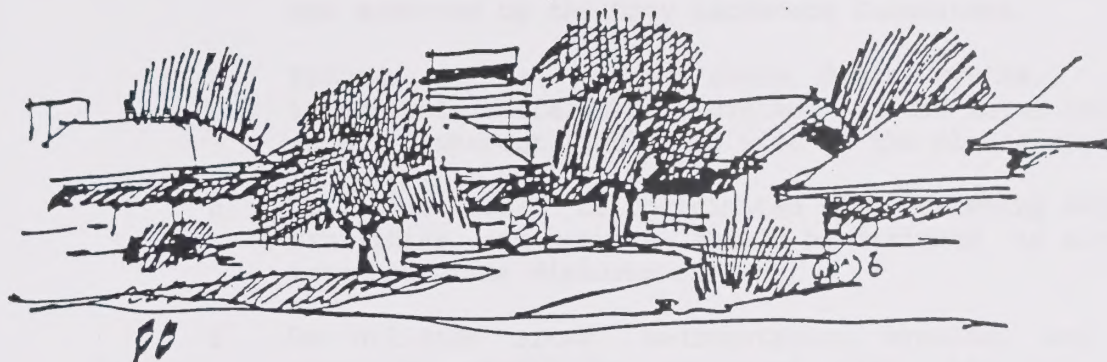


FIG. I
MINIMIZE THE IMPACTS TO THE
NATURAL FEATURES OF THE SITE

2. PHYSICAL IMPACTS/PUBLIC AND PRIVATE SERVICES:

- a. Foundations, retaining walls, etc. should not be placed within the dripline of trees. Any construction requested within the dripline of a tree must be reviewed and approved by the City Landscape Consultant.
- b. Provide for a closed storm drain system. Keep impermeable surfaces to a minimum of the total property area. Downspouts should be tied to the closed system.
- c. Utilities should be coordinated with existing adjacent facilities and service should be designed to minimize tree and grade disturbance.
- d. On hillside sites, sedimentation, erosion, and soil stability should be addressed with the aid of a comprehensive soils report.
- e. Minimize impacts to a neighbor's views and privacy.
- f. Solar shading of adjacent properties should be avoided. Two-story structures in predominantly single-story neighborhoods must increase upper story sideyard setbacks to minimize impacts. (FIGURE J)
- g. Avoid siting compressors, pumps and other mechanical equipment where it is visible or will create a noise problem for adjacent property owners.
- h. Adequate parking and safe automobile ingress and egress should be provided.
- i. Dedication of rights-of-way along public roads for sidewalks, curbs and gutters, and bikeways should be considered if consistent with existing adjacent development.

3. LANDSCAPE:

- a. Use Trees for Lafayette by Russell A. Beatty.
- b. When building within an established neighborhood, front yard landscaping should strive for consistency with the established visual character.
- c. If building on a visible hillside location, landscaping with native plants should be provided for screening and visual relief.

FIG. J PROVIDE ADDITIONAL 2ND FLR
 SETBACKS WHEN ADJACENT TO SINGLE
 LEVEL 2ND FLR SETBACK HOMES

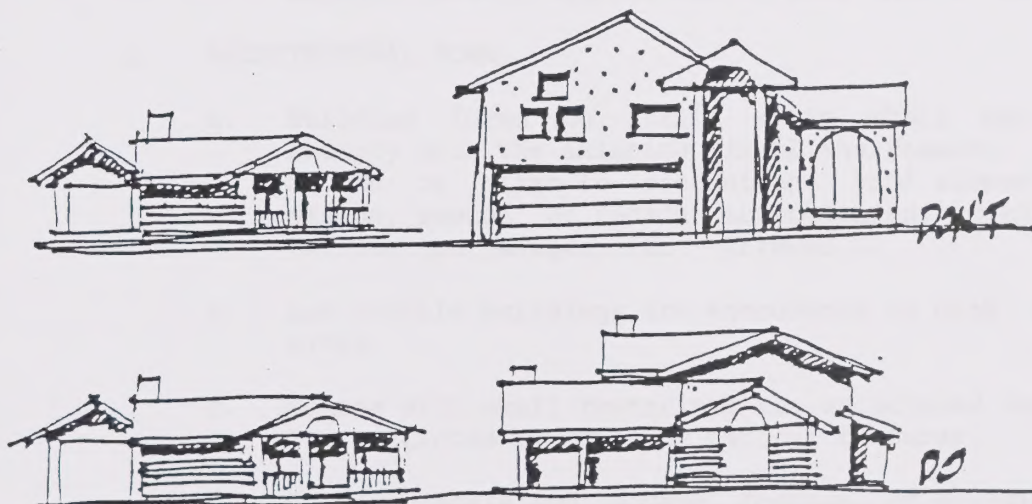
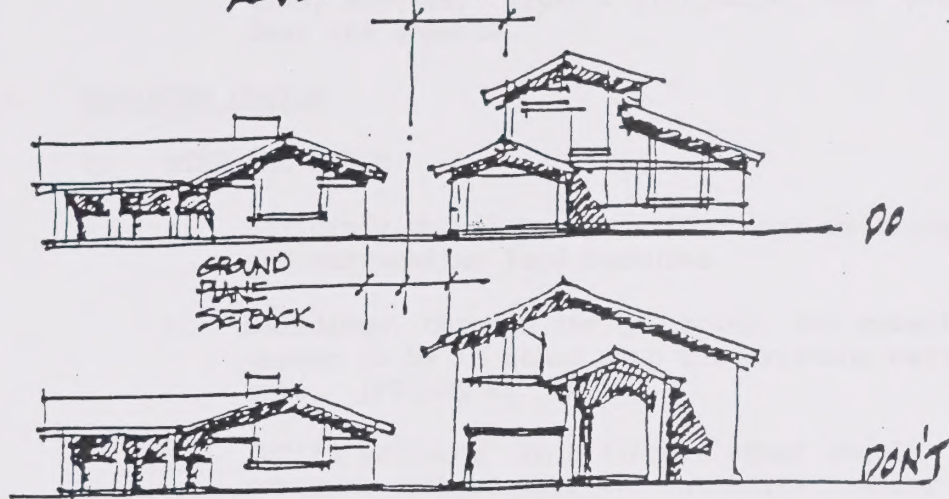


FIG. K
 BUILDINGS SHOULD BE IN SCALE
 WITH ADJACENT NEIGHBORS

- d. Protect the privacy of neighbors with screen planting.
- e. Utilize natural appearing groupings of plants.
- f. Landscape and irrigation plans should include location, size, species, type of irrigation, and protection from deer and gophers.

B. BUILDING DESIGN

1. SIZE AND SCALE:

- a. Buildings should be compatible with existing development and surrounding land features.
- b. Buildings, through design, color, and materials, should appear to be in scale with the existing neighborhood and site. (FIGURE K)
- c. Infill projects in hillside areas should fit existing contours without need for extensive padding of the site. Underpinning for structures should be screened, architecturally treated and no more than 6' in height.

2. ARCHITECTURAL FORM:

- a. Building forms on infill sites shall not contrast sharply with the existing visual environment. Attention should be given to predominant roof slopes and roof design, amount of facade articulation, orientation of entries and garages, etc. (FIGURE L)
- b. Low profile buildings are encouraged on high visibility sites.
- c. Houses with small footprints are encouraged where a site is restricted by existing natural features.
- d. Overall scale and square footage of building should relate to existing neighborhood visual scale and square footage. (FIGURE M)

3. MATERIALS AND COLORS:

- a. Colors that are similar to ones within the surrounding neighborhood are encouraged.
- b. On highly visible sites, colors should blend with the environmental/neighborhood backdrop and not draw attention to the building.

FIG. L - BUILDINGS SHOULD NOT SHARPLY
CONTRAST W/ SURROUNDING ARCHITECTURE

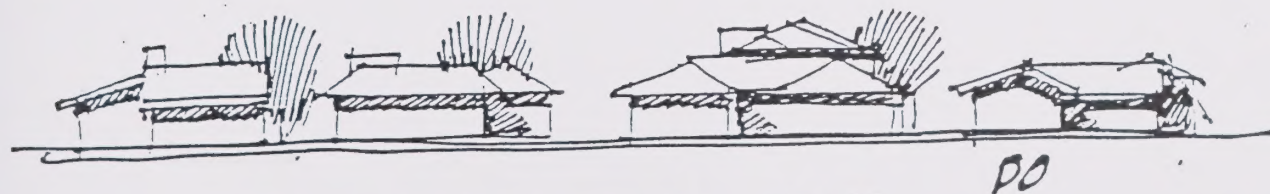
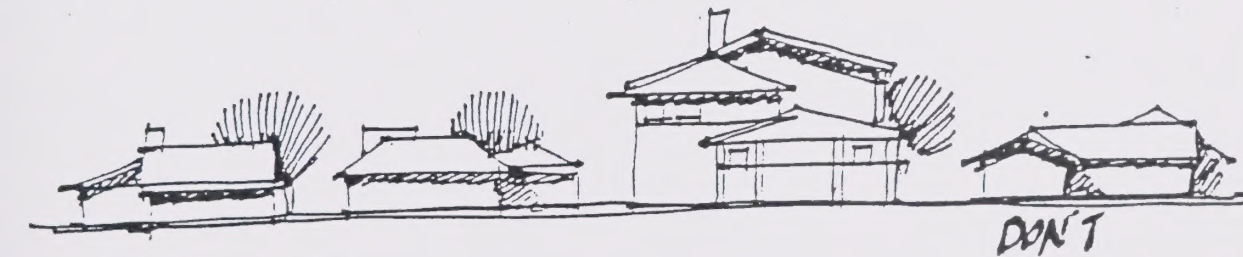
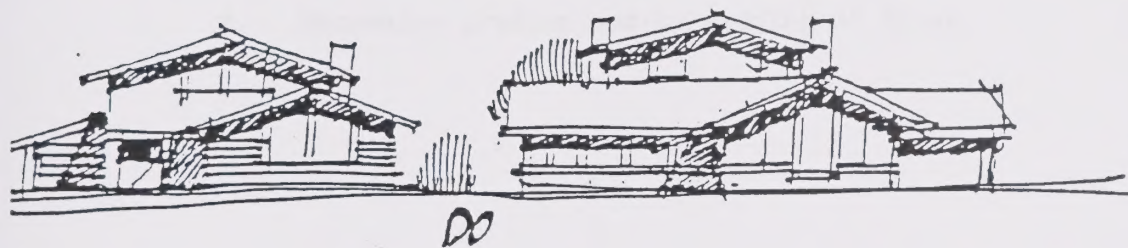


FIG. M - BUILDINGS SHOULD RELATE
IN SCALE & SQUARE FOOTAGE

- c. Materials should be durable and selected to emphasize neighborhood scale and continuity.
- d. Roofing materials should meet current fire resistive requirements, be non-reflective and chosen to blend with the predominant adjacent visual context.

C. MOST COMMON MISTAKES ON INFILL SITES

- 1. Oversized building for neighborhood and site.
- 2. Inaccurate site information including tree locations, contours, and location of adjacent structures.
- 3. Colors that do not blend with neighborhood or setting.
- 4. Excessive grading and/or padding of sites.

**HOUSING CHAPTER APPENDIX C
VACANT AND UNDERDEVELOPED PARCELS AND
SUMMARY OF RESIDENTIAL DENSITIES**

TABLE 31

**VACANT AND UNDERDEVELOPED PARCELS
IN THE C, C-1, RB AND SRB ZONING DISTRICTS**

No.	APN	Sq. Ft.	Zoning	General Plan Designation	Estimated DU	Comments
1	241-010-022	11,325	C	General commercial (west end)	24	Combines 022, 023 and 029 Underdeveloped
2	241-010-023	11,326	C	General commercial		
3	241-010-029	9,148	C	General commercial		
4	241-050-006	6,970	C	General commercial	19	Combines 06, 07, 017 and 018 Underdeveloped
5	241-050-007	6,098	C	General commercial		
6	241-050-017	8,712	C	General commercial		
7	241-050-018	19,602	C	General commercial		
8	241-030-002	43,560	C	General commercial	30	Combines 02, 03 04 and 031 Underdeveloped
9	241-030-003	5,227	C	General commercial		
10	241-030-004	6,970	C	General commercial		
11	241-030-031	9,583	C	General commercial		
12	241-020-013	50,965	C	General commercial	33	Combines 013, 014 and 015 Underdeveloped
13	241-020-014	13,199	C	General commercial		
14	241-020-015	7,928	C	General commercial		
15	243-040-035	64,033	PUD	Downtown core	74	Vacant land
16	243-120-003	5,450	SRB	Downtown core	50	Vacant land

No.	APN	Sq. Ft.	Zoning	General Plan Designation	Estimated DU	Comments
17	243-120-004	4,800	SRB	Downtown core		Combines 03, 04, 05, 06, 010, 011, 014, 015
18	243-120-005	5,450	SRB	Downtown core		
19	243-120-006	9,583	SRB	Downtown core		
20	243-120-010	2,614	SRB	Downtown core		
21	243-120-011	34,282	SRB	Downtown core		
22	243-120-014	19,722	SRB	Downtown core		
23	243-120-015	21,658	SRB	Downtown core		
24	243-030-037	12,327	SRB	Downtown core	3	Under construction
25	243-011-016	5,005	C-1	General commercial (east end)	19	Combines 016, 030, 042 and 056 Underdeveloped
26	243-011-030	12,196	C-1	General commercial		
27	243-011-042	8,928	C-1	General commercial		
28	243-011-056	18,000	C-1	General commercial		
29	233-040-013	3,224	C-1	General commercial	20	Combines 013, 014, 015, 016 and 028 Underdeveloped
30	233-040-014	12,780	C-1	General commercial		
31	233-040-015	9,075	C-1	General commercial		
32	233-040-016	8,400	C-1	General commercial		
33	233-040-028	18,360	C-1	General commercial		
34	233-021-005	5,500	C-1	General commercial	15	Combines 05, 06, 07 and 014 Underdeveloped
35	233-021-006	5,500	C-1	General commercial		
36	233-021-007	11,050	C-1	General commercial		
37	233-021-014	10,776	C-1	General commercial		
38	233-021	125,000+	C-1	General commercial	60	Excess State Highway land Vacant

No.	APN	Sq. Ft.	Zoning	General Plan Designation	Estimated DU	Comments
39	233-010-004	25,700	C-1	General commercial	10	
40	233-110-004	26,136	C-1	General commercial	12	
41			C-1	General commercial	42	Land along Golden Gate Way east of 1st Street Underdeveloped
42	234-010-003	25,265	R-6	Community Facility	15	Existing library site – library to be relocated
43	234-041-001	103,672	MRO	High density multi-family	73	Vacant
				Grand Total	499	

TABLE 32
SUMMARY OF RESIDENTIAL DENSITIES

Project Title/Address	Units	Acres	Density
950 Dewing	22	0.65	33.8 du/acre
917 Hough	10	0.42	23.8 du/acre
Chateau Lafayette	67	1.88	35.6 du/acre
3573-3579 Terrace Way	48	1.0	48 du/acre
3520 Brook St. Lafayette Patio Apartments.	26	0.6	43.3 du/acre
3535 Brook St. Brook Street Garden Apartments.	25	0.86	29 du/acre
939 Hough, Bali Apartments	31	0.67	46 du/acre
101 Lafayette Circle	16	0.47	34 du/acre
231 Lafayette Circle	8	0.17	46 du/acre
El Cerra/Alta Vista apartments, 2nd Street	73	2.48	29.4 du/acre

SOURCE: LAFAYETTE PLANNING DIVISION, 1994

**HOUSING CHAPTER APPENDIX D
GENERAL PLAN ADVISORY COMMITTEE MEMBERS (GPAC)**

Guy Atwood, Chair, former Planning Commission member

Mike Anderson, Planning Commission member

Jeanne Ateljevich, Planning Commission member

Paul Bettelheim, Chamber of Commerce

Judy Garvens, former Mayor

Lynn Hidén, Circulation Commission member

Don Jenkins, Chamber of Commerce

Martha Lee, former Design Review Commission member

Annette Roberge, former Circulation Commission member

Ivor Samson, City Council Liaison

David Seaborg, former Lafayette resident

Carol Singer, Parks, Trails and Recreation Commission member

Don Tatzin, City Council Liaison

Mary-Jane Wood, Circulation Commission member

SAFETY

PURPOSE

The Safety Element, pursuant to Government Code § 65302(g), deals with the protection of the community from unreasonable risks associated with the effects of earthquakes, landslides, slope instability, subsidence, flood, fire and other geologic hazards. Maps identifying earthquake hazards, unstable soil hazards, landslide hazards, and flood zones are included in this chapter.

The geology, topography, and soils of Lafayette pose numerous constraints on any future development. This element guides land use planning and policy decisions in order to achieve an acceptable level of public protection.

LANDSLIDES AND UNSTABLE SLOPES

Much of Lafayette is comprised of ridges with steep slopes. Grading and construction on steep, unstable slopes can result in damage to improvements and risk to human health. Slope failure and landsliding can be caused by a number of factors. Construction in areas with active landslides can result in failure of buildings, roads, utility lines, and other improvements. Improper construction on steep slopes or in areas with weak soils can create new landslides, which could threaten lives and property. Many of the parcels with development potential in the City occur in hilly areas with known landslides and slopes highly susceptible to landsliding.

A number of creeks in Lafayette have experienced significant downcutting of the streambed, which has resulted in steep and frequently unstable slopes. During heavy rains or when stream flows are high, these banks become saturated and may slide into the stream potentially damaging property, damming of the stream channel, and sedimentation of the aquatic environment.

The following goals and policies address the hazards of constructing residences or other improvements on unstable slopes.

Goal S-1 Minimize risks to Lafayette residents and property from landslides and other geologic hazards.

Maps VI-1 and VI-2 show the liquefaction and landslide hazard in the City.

Policy S-1.1 Slope and Soil Stability. Consider slope and soil stability when reviewing future projects. Development proposals in areas with landslide hazards shall be

reviewed by an engineering geologist to determine whether the proposed development is feasible, and to define the required construction standards and mitigation measures.

Program S-1.1.1: Require submittal and review of a site-specific geotechnical report for proposed development in areas identified on Map VI-1 as “Liquefaction potential possibly present” or on Map VI-2 as “Area of known slides and ground highly susceptible to sliding.” Development shall be supervised and certified by a geotechnical engineer, and where necessary, by an engineering geologist.

Program S-1.1.2: Require financial protection for public agencies and individuals as a condition of development approval where geological conditions indicate a potential for ongoing maintenance costs related to the geological conditions.

The financial protection would ensure that developers will have the resources to carry out such maintenance on properties where geological analysis identifies a risk of high ongoing maintenance costs. This program would also serve to limit the City’s liability. Examples include bonds, liens, or other suitable security to ensure that landscaped slopes in areas with unstable soils are maintained to prevent hazardous soil movement. A soils report prepared by a qualified soils engineer would be required to establish standards for City protection.

Program S-1.1.3: Require repair, stabilization, or avoidance of landslides, of areas of soil creep, and of possible debris flow as a condition of project approval.

Program S-1.1.4: Require professional inspection of foundation and excavation, earthwork and other geotechnical aspects of site development during construction on those sites identified as being prone to moderate levels of slope instability.

Policy S-1.2 Density and Location of Buildings: Limit building in areas with significant risk potential. Intensity of development shall be minimal in areas of high risk. Consider potential seismic or geologic hazards when determining building density and in siting dwellings.

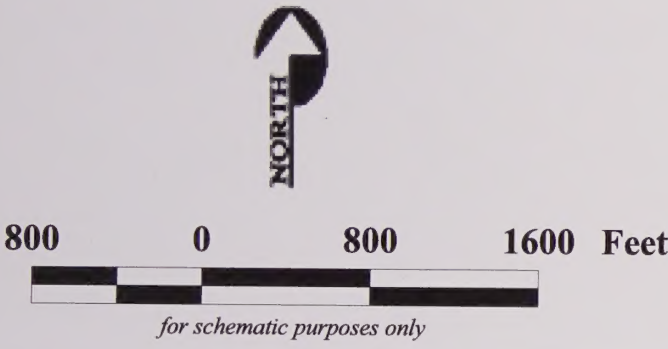
Program S-1.2.1: Carefully review applications for development in hilly areas and along creekbanks.

Program S-1.2.2: Seek to identify and map areas, which are deemed unbuildable due to risks of unstable soils.

Policy S-1.3 Roadways and Roadway Improvements: Prohibit new roadways or roadway modifications that would create unstable geological conditions. (An example would be cuts and fills in areas with unstable soils.)

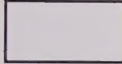
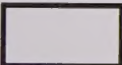
Policy S-1.4 Creekbank Protection: Prohibit structures of any kind that might be impacted by creekbank slippage and erosion.

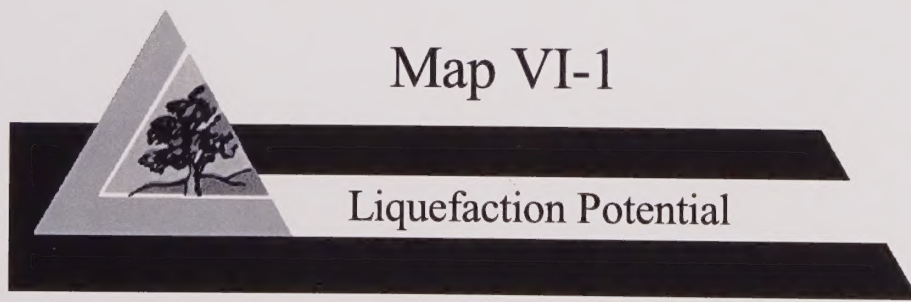
Program S-1.4.1: Enforce the *Creek Setback Ordinance*, which requires setbacks from creeks proportional to the depth of the channel.



Legend

Liquefaction Potential:

-  Virtually none
-  Probably absent
-  Possibly present
-  City Limits
-  Reservoir



Map VI-1

Liquefaction Potential

City of Lafayette General Plan

Source: Lafayette General Plan Geologic and Seismic Safety Element (1976)

See the Open Space and Conservation Chapter for additional policies on creekbank protection.

SEISMIC HAZARDS

Lafayette is located in one of the most seismically active areas of the nation. The western edge of the continental plates runs along the California shoreline, and the resulting stresses have produced a complex network of faults where most earthquake activity occurs. Major fault systems in the region include the San Andreas, Franklin, Hayward, Calaveras, and Concord fault zones. There have been a number of earthquakes in recent geologic time which have resulted in damage in Lafayette.

While a number of faults have been mapped in Lafayette, none of these faults meet the requisite criteria to be identified as active or potentially active – defined as having recorded earth movement or displacement within the past 10,000 years. However, this does not mean that future seismic activity along identified faults in Lafayette is impossible. Seismic activity along these faults, either induced by a major earthquake on one of the large, active faults in the nearby area or an independent movement along these local faults, could generate significant damage to structures and result in injury to residents. *Refer to Map VI-3: Earthquake Hazard.*

Seismic Effects on Structures and Public Facilities

The land use pattern that has evolved in Lafayette has, in general, avoided high-risk areas. The varying levels of seismic and geologic risk within the Lafayette Planning Area are illustrated by Map VI-3 *Earthquake Hazard*.

A major earthquake would be expected to cause considerable damage to transportation systems. Roads, bridges and highway overpass are susceptible to damage or failure in the event of a major earthquake. Landslides would be intensified as a result of ground shaking, and could affect portions of the roadway system located in landslide potential areas identified in *Map VI-1: Liquefaction Potential*. Seismic damage could also occur to the treated water and sewage pipelines, gas pipelines, and to telephone and power lines, which traverse the Planning Area.

Effective planning and preparation can significantly reduce the risks and harmful effects of earthquakes and other natural disasters.

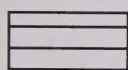
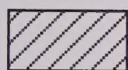
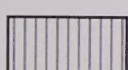
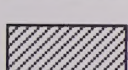
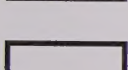
The Unreinforced Masonry Law passed by the State Legislature in 1986 (SB 547), requires all cities and counties to identify potentially hazardous unreinforced masonry buildings. The County carries out building inspection services for Lafayette and they have completed an inspection and reinforcement program to mitigate hazards associated with the seismic effects on most structures.

The seismic status of structures by their seismic classification is summarized below:

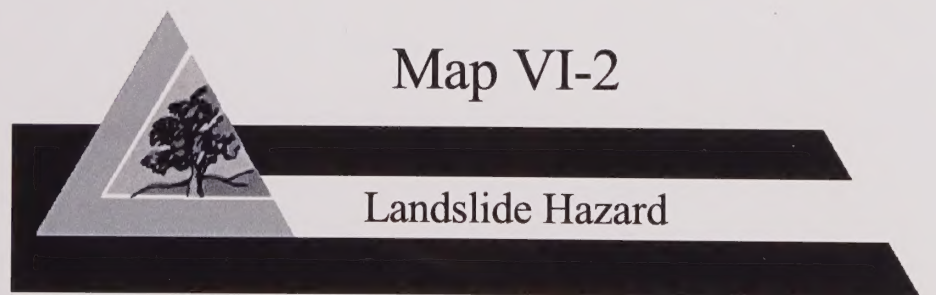
- a) Emergency buildings (police and fire stations) have been constructed recently and have been built with earthquake damage mitigating features. There is no hospital located in Lafayette. The two convalescent homes in the City are of recent construction and are built to modern seismic standards designed to withstand low to medium earthquakes.
- b) Many of the high priority buildings (buildings occupied by the City, schools, and limited care facilities) are of recent construction. Many are steel or wood-frame buildings which are the least susceptible to earthquake damage.



Legend

-  Flat-lying areas not in the path of slides
-  Gently sloping areas least likely to develop slides
-  Areas of few or no slides and ground occasionally susceptible to sliding
-  Areas of known slides and ground highly susceptible to sliding
-  City Limits
-  Reservoir

Source: Lafayette General Plan, Geologic and Seismic Safety Element (1976)



City of Lafayette General Plan

- c) The majority of high-use buildings (commercial and office buildings, apartment buildings of 50 or more units and churches) are of recent construction and were designed to withstand low to medium intensity earthquakes.
- d) Duplexes and the majority of housing in Lafayette have been built with one- to two-story wood-frame construction, which has a high survivability in the event of an earthquake.
- e) There are six unreinforced masonry buildings Downtown on Mt. Diablo Boulevard.
- f) Bridges across Highway 24 could be vulnerable in the event of a major earthquake.
- g) The East Bay Municipal Utility District's (EBMUD) high pressure water lines run through the city and could break during a seismic event, causing flooding and landslides.
- h) There are two reservoirs in the City operated by EBMUD.

Goal S-2 Minimize risks to Lafayette residents and property from earthquakes.

Policy S-2.1 Seismic Hazards: New development, including subdivisions, new construction, and remodels or expansions of existing structures, shall minimize exposure to seismic hazards through site planning and building design.

Program S-2.1.1: Comply with the provisions of the State *Alquist-Priolo Act*, as appropriate.

The Alquist Priolo Act was adopted by the State legislature which established Special Studies Zones throughout California. Geologic investigations must be prepared prior to certain types of new development in these zones. There are, at present, no Special Studies Zones in the Lafayette Planning Area.

Program S-2.1.2: Strengthen existing structures against seismic events to applicable nationally-recognized standards. Give priority to emergency buildings, schools, theaters, meeting halls, apartment complexes and major transportation facilities.

There are no high priority buildings such as schools, theaters, or hospitals located on an active fault in Lafayette.

Program S-2.1.3: Provide information to the public on ways to reinforce buildings to reduce damage from earthquakes and what to do in the event of an earthquake.

Program S-2.1.4: Require, as conditions of approval, measures to mitigate potential seismic hazards for structures.

Program S-2.1.5: Require geotechnical reports by a state registered geologist for development proposals on sites located in known or suspected seismically or geologically hazardous areas and for all critical structures.

Policy S-2.2 Areas of Significant Risk Potential: Locate construction of high density residential and other critical, high-occupancy or essential services buildings outside high risk zones.

Program S-2.2.1: Require that development in areas identified by *Map VI-3: Earthquake Hazard* be supervised and certified by a geotechnical engineer and, where necessary, by an engineering geologist.

Program S-2.2.2: Establish setbacks from active or potentially active fault lines or traces for structures intended for human occupancy.

Although there are no active fault lines or traces identified in the Planning Area, new information about faults may be discovered in the future. Under the Alquist-Priolo Act Special Studies Zone Act construction of new facilities within 50 feet of designated active faults is prohibited. (Designation of newly discovered faults under this Act may occur in the future.) Setback areas should be established where deemed necessary by geologists or soils engineers. Parking lots and landscaped areas are examples of uses that could be located in these setbacks.

FLOOD HAZARDS

Lafayette is drained by a series of creeks. Areas adjacent to these creeks are subject to flooding during storms with intense or prolonged amounts of rainfall. The estimated extent of flooding resulting from a 100-year storm (i.e., a storm that has a probability of occurring on the average once every 100 years) is indicated by *Map VI-4: Flood Zones*. Except for the most northerly portions of the City, all of Lafayette eventually drains to Las Trampas Creek, which runs east to Walnut Creek and north to Suisun Bay. Potential flood hazards affecting existing development are found along Las Trampas Creek, the EBMUD high-pressure water lines, and within the inundation zones below Lafayette and Leland Reservoirs. These reservoirs are operated and managed by the East Bay Municipal Utility District – a regional public water agency.

It is the Contra Costa County Flood Control and Water Conservation District's (CCCFCWCD) responsibility under State law to develop a coordinated flood control program for the County and to review development projects in Lafayette for their impact on flood risk. The City will continue to work closely with the District to reduce flood risk. Refer to the Open Space and Conservation Chapter for discussion of creek corridors.

Goal S-3 **Reduce flood hazards.**

Policy S-3.1 Reduce Flood Hazards: Reduce flood risk by maintaining effective flood drainage systems and regulating construction.

Program S-3.1.1: Condition new development to maintain post development peak runoff rate and average volume similar to the predevelopment condition, to the maximum extent feasible. Consider use of alternative drainage systems that utilize on-site infiltration or slow runoff during peak periods. Where this is not feasible, the increase must be mitigated. Include clear and comprehensive



Legend

Fault Locations:

-  Fault, certain
-  Fault, approximately located
-  Fault, concealed

Map VI-3

Earthquake Hazard

City of Lafayette General Plan

mitigation measures as part of project approvals with financial and other measures to ensure their implementation.

Program S-3.1.2: Require runoff rate/volume analysis and flow-duration analysis of projects where deemed necessary by City staff and/or required by provisions of the NPDES municipal stormwater permit.

Program S-3.1.3: Require analysis of the cumulative effects of development upon runoff, discharge into natural watercourses, and increased volumes and velocities in watercourses and their impacts on downstream properties. Include clear and comprehensive mitigation measures as part of project approvals with financial and other measures to ensure their implementation.

Program S-3.1.4: Maintain a file of inundation maps and drainage plans for existing and new water storage tanks in the City.

Policy S-3.2 Flood Protection Standard: In the review of flood control for proposed new development, establish as a standard the flood recurrence intervals used by the Contra Costa County Flood Control District (e.g. the 100-year flood event for watersheds with area greater than five square miles.)

Program S-3.2.1: Utilize the Federal Emergency Management Agency's Flood Insurance Rate Map (FIRM) to reduce risk of flooding, to identify 100 Year Flood Events, to calculate flow rates within identified stream channels, and to review development proposals.

Program S-3.2.2: Participate in the National Flood Insurance program.

Policy S-3.3 Storm Drainage System: Maintain unobstructed water flow in the storm drainage system.

Program S-3.3.1: Enforce measures to minimize the volume and velocity of surface runoff, soil erosion, and sedimentation both during and after construction through implementation of the Grading Ordinance.

Program S-3.3.2: Carry out annual inspection of the drainage systems in Lafayette.

Program S-3.3.3: Require siltation/detention ponds to be incorporated into the design and construction of development projects, where deemed necessary.

Refer to Program S-3.1.1 for other measures, including detention ponds, aimed at reducing peak runoff.

Program S-3.3.4: All drainage or creek work done within the CCCFCWCD right-of-way must be done under permit from the District.

Policy S-3.4 Finance the Storm Drain System: Explore all available sources of funding to ensure that adequate funding exists to finance improvements to storm drainage facilities.

Program S-3.4.1: Cooperate with the Contra Costa County Flood Control and Water Conservation District and other jurisdictions to pursue all available sources of funding to finance improvements to storm drainage facilities.

Program S-3.4.2: Enforce the Storm Drainage Impact Fee Ordinance requiring development to cover the costs of drainage facilities needed as a result of new development.

Program S-3.4.3: Periodically assess the need to establish improvement districts and other financing mechanisms to fund necessary storm drainage and watercourse improvements to minimize flood hazards and creek erosion.

Policy S-3.5 Building Location: Consider potential flood hazards when siting a building. Intensity of development shall be the lowest in areas of high risk.

FIRE HAZARDS

The combination of vegetation, topography, climate and population density creates a significant potential for fire hazards in Lafayette. There are two categories of fire hazards in the community – wildland fires, which occur in open chaparral, grassland and forest areas, and urban fires that damage buildings in urbanized areas.

Contra Costa County Fire Protection District provides fire protection in Lafayette. The District maintains three stations in Lafayette. There is a new station planned on Pleasant Hill Road, just outside of the city limits, which will provide additional protection to the Reliez Valley area.

Goal S-4 Minimize risks to Lafayette residents and property from fire hazards.

Policy S-4.1 Adequate Fire Protection: Enforce regulations and standards which contribute to adequate fire protection.

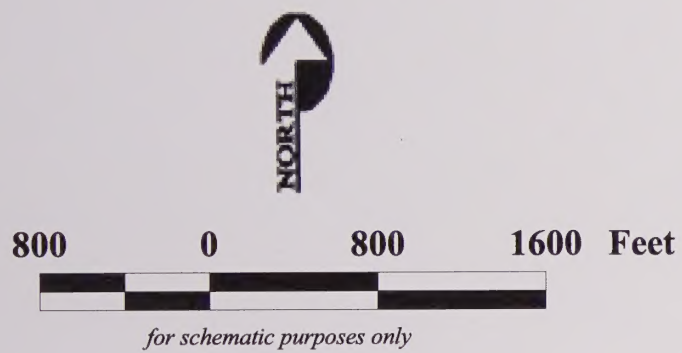
Program S-4.1.1: Improve access and response time of emergency response vehicles.

Program S-4.1.2: Ensure that new traffic signals include an EMTRC system which allows emergency vehicles to change the signal.

Program S-4.1.3: Encourage the Contra Costa County Fire Protection District including paramedic services to improve its response time and fire flow for Lafayette, particularly in the urban wild land fire interface zones. The location of fire stations should strive for a five-minute response time.

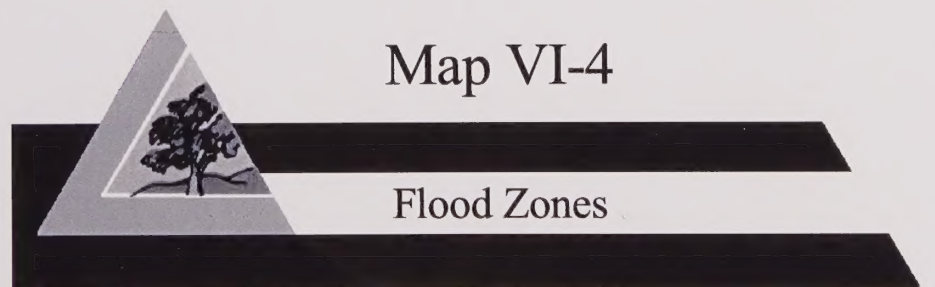
Program S-4.1.4 Restrict parking on narrow roads to allow access by emergency vehicles and to facilitate evacuation.

Program S-4.1.5: Require development that includes private access roads or fire roads to provide access rights and keys to all gates to the Contra Costa County Fire Protection District.



Legend

-  100-Year Flood Plain
-  City Limits
-  Reservoir



Map VI-4

Flood Zones

City of Lafayette General Plan

Program S-4.1.6: Work with East Bay Municipal Utility District and the Contra Costa County Fire Protection District to ensure that there exists sufficient water flow in fire hydrants throughout Lafayette.

The current standard adopted by the City is a minimum of 1,000 gallons per minute with 20 pounds per square inch residual pressure for residential areas. The commercial areas shall conform to the fire flow requirements as set forth by the California Fire Code.

Policy S-4.2 Reducing Fire Risk From Development: Take measures to reduce fire risks from new and existing development as well as natural fire hazards.

Program S-4.2.1: Work with the Contra Costa County Fire Protection District to evaluate development proposals, enforce the fire code, and improve fire prevention measures and protection services.

Program S-4.2.2: Implement the City's land use regulations for building materials with emphasis on fire-retardant roofs and exterior vegetation control.

Program S-4.2.3: Encourage the East Bay Regional Parks District and the East Bay Municipal Utilities District to undertake vegetation management programs to reduce fire hazards on their properties.

Program S-4.2.4: Adopt and utilize the *Fire Hazard Severity Scale* for the classification of fire hazards in wild land areas.¹

Program S-4.2.5: Permit new development only where there is adequate fire flow and adequate emergency vehicular access.

Program S-4.2.6: Establish buffer areas for buildings in high fire risk areas. Buffers can include site planning techniques, vegetation management plans and defensible space.

Defensible space refers to a buffer area around buildings which is cleared of highly combustible vegetation and which is readily accessible by fire fighting equipment.

Program S-4.2.7: Enforce the Fire Safety Ordinance requiring sprinkler systems for new residential development more than 1.5 miles from a fire station or beyond the 3-minute response time.

Program S-4.2.8: Require development proposals on sites beyond the five-minute response time area or where insufficient fire flow exists to implement fire risk reduction measures recommended by the City and the Contra Costa County Fire Protection District.

Program S-4.2.9: For structures within or adjacent to hazardous areas, require a greater degree of fire resistance in roof coverings and exterior building materials

¹ This scale was developed by the U.S. Forest Service and the State Department of Forestry. It is useful for identifying areas with a high risk of wildfire due to flammable vegetation, rugged terrain and other factors.

than what is specified in the UFC, as determined by the Chief Building Official and upon making of findings specified in Health and Safety Code §13143.4.

Policy S-4.3 Development and Mitigation Fees: Maintain development and mitigation fees at a level to adequately finance fire protection costs.

Program S-4.3.1: Periodically assess fees for fire protection to ensure that existing and new development pay its fair share of the cost of fire protection facilities, personnel and maintenance.

Policy S-4.4 Mutual Aid Agreements: Participate in mutual aid agreements with the County and State fire fighting agencies.

Policy S-4.5 Vegetation Management Plan: Require development in a high fire risk area to have an approved vegetation management plan that includes native, drought-tolerant, and fire resistant species.

Program S-4.5.1: All new development within mapped high fire hazard zones established by the Contra Costa County Fire District shall be required to develop and implement a Vegetation Management Plan. The Plan shall be part of the development application and approved by the Contra Costa County Fire District and the City. The Plan shall be developed by an arborist or vegetation management specialist. The City shall ensure that the actions recommended in the Plan are implemented in the future and should amend the Municipal Code to allow the City the right to conduct actions recommended in the Plan at the property owner's expense, if those actions are not performed in a timely fashion by the property owner. The Contra Costa County Fire District shall have the right to review properties to judge whether actions recommended in the Vegetation Management Plan are being properly implemented in a timely fashion.

Program S-4.5.2: Establish a high fire risk overlay zoning district in high fire risk areas where a Vegetation Management Plan is required.

HAZARDOUS MATERIALS

There exist potential public safety hazards in the Lafayette Planning Area associated with the storage and transportation of hazardous materials. A large quantity of hazardous materials are transported on highways where the potential for accidental release of this material into the environment presents a potentially significant public health risk.

The storage and transportation of hazardous materials is clearly a regional problem, and local jurisdictions have only limited authority. The policies and programs in this section incorporate and build on relevant portions of the State law and County regulations.

Radioactive materials are distinguished from other hazardous materials and specific Federal and State regulations have been developed for these substances. The use and storage of radioactive materials in Lafayette is limited to medical facilities, since there are no other primary users of radioactive materials such as research laboratories, nuclear power plants or military facilities located within the Planning Area. The principal potential danger to Lafayette residents from

these materials is related to the possibility of a truck accident where containers holding radioactive materials would be ruptured on State Route 24.

Goal S-5 Reduce the hazards of the storage, transportation and disposal of hazardous materials.

Policy S-5.1 Storage of Hazardous Materials: Strictly enforce the regulations governing the storage of chemical, biological and other hazardous materials as set forth in California Code of Regulations, Title 22, Division 4.5.

Policy S-5.2 Transport of Hazardous Materials: Develop, in cooperation with the County and neighboring cities, regulations prohibiting through-transport by truck of hazardous materials on the local street systems and require that this activity be limited to State highways.

Program S-5.2.1: Consider establishing and enforcing a *Local Hazardous Material Route Plan*, installing signage and publicizing routes for hazardous materials transport in the Lafayette Planning Area. Adopt an ordinance designating specific routes within the Planning Area for transport of hazardous materials.

Policy S-5.3 Transportation, Storage and Disposal Facilities: Provide measures to protect the public from the hazards associated with the Transportation, Storage and Disposal (“TSD”) of hazardous wastes.

Program S-5.3.1: Refer land use and transportation decisions and other programs involving hazardous materials regulations to the appropriate agencies.

Program S-5.3.2: Support the establishment of a household hazardous waste disposal program.

Program S-5.3.3: Maintain the Hazardous Materials and Waste Ordinance.

Program S-5.3.4: Require as a condition of City development project approvals, that the Contra Costa County Fire Protection District be notified of all hazardous substances that are transported, stored, treated or could be released accidentally into the environment.

Program S-5.3.5: Support thorough environmental review for Hazardous Waste Transportation, Storage and Disposal (TSD) Facilities proposed in the Lafayette Planning Area and throughout Contra Costa County, since the potentially significant, widespread and long-term impacts on public health and safety of these facilities do not respect jurisdictional boundaries.

ELECTROMAGNETIC FIELD HAZARDS

The potential adverse health effects of electromagnetic fields (EMF's) from electric transmission lines, substations and appliances have been documented in many studies². The Environmental Protection Agency (EPA) concluded in a recent report, *Evaluation of Potential Carcinogenicity of Electromagnetic Fields*, that there is a causal relationship between certain forms of cancer and exposure to 60 Hz magnetic fields from power lines and perhaps other sources in the home.

There is no consensus in the scientific community, however, regarding the degree of risk presented by EMF's. We do not know what levels of exposure to EMF's are safe. The approach taken to this potential health hazard is one of prudent avoidance – establishing reasonable regulation before electrical transmission lines are built and discouraging development from encroaching in or near electrical transmission line right-of-ways. It is also necessary to obtain updated information on EMF radiation levels of existing and proposed electrical transmission facilities and relate those to the latest standards that are emerging from ongoing research.

Goal S-6 Minimize community exposure to electromagnetic fields.

Policy S-6.1 Consider EMF's in land use decisions: Consider information regarding EMF radiation from existing and new electrical transmission lines and substations in making land use decisions.

Program S-6.1.1: Request that PG&E provide information on renovations to existing and construction of proposed new electrical transmission lines, substations, and distribution lines. Request that information on the EMF radiation levels for proposed new facilities be provided.

Program S-6.1.2: Require that all new electrical transmission projects have an EMF mitigation plan as a part of the project's environmental review pursuant to CEQA.

Program S-6.1.3: Request from PG&E an inventory and full public disclosure of existing electrical transmission lines and of existing and proposed electrical transmission projects with the anticipated EMF levels in the Lafayette Planning Area.

There are 60 kV, 130 kV and 240 kV transmission lines and substations within the Lafayette Planning Area.

Policy S-6.2 Siting of Schools and other Sensitive Uses: Minimize and reduce EMF radiation levels near sensitive uses such as schools, hospitals, and playgrounds in planning for electrical transmission facilities repair and new construction.

2 Refer to Electromagnetic Fields and Land Use Controls, The Planning Advisory Service Report # 435, December, 1999, Chicago, Illinois.

POLICE SERVICES

The Police Department provides for public safety through the protection of life and property and preserving the peace. Lafayette contracts its police services from the County Sheriff's Department.

Goal S-7 Maintain effective police services.

Policy S-7.1 Demand for Police Services: Review development proposals for their demand on police services and require mitigating measures, if necessary, to maintain the community's standard for police services. Levy police impact fees for capital facilities and equipment, if warranted.

Policy S-7.2 Interjurisdictional Cooperation: Work with the Contra Costa County Sheriff's Department and neighboring jurisdictions to improve police service in Lafayette.

Policy S-7.3 Response Time Standards: Strive to maintain a three-minute response time for all life-threatening calls and those involving criminal misconduct, and a seven-minute response time for the majority of non-emergency calls.

EMERGENCY PREPAREDNESS

It is not possible to eliminate the risks associated with geologic, seismic, fire and other hazards of the natural and built environments. However, the City can help reduce those risks through effective planning and preparation. An Emergency Operations Plan has been prepared to achieve the goals of emergency preparedness and response: save lives, reduce injury, protect property and restore essential services. The Plan provides for the distribution of vital resources (medical supplies, food, water, shelter, equipment and services) and for the coordination of essential services (City, County, State, federal, private and not-for-profit). The Plan has been prepared in conformity with the State Emergency Management System (SEMS) and responsibility for its implementation rests with the City Manager and Police Chief.

Goal S-8 Provide adequate response and support services in the event of a major emergency or natural disaster.

Policy S-8.1 Emergency Operations Plan: Periodically review the Emergency Operations Plan to assure that it meets current needs in the event of a major disaster.

Program S-8.1.1: Conduct regular training programs for personnel involved in implementing the Emergency Operations Plan.

Program S-8.1.2: Revise, as appropriate, the City's Emergency Operations Plan. Revise the plan to conform to the California Emergency Management System (SEMS).

Program S-8.1.3: Maintain designated emergency evacuation routes in a passable condition at all times, as feasible.

Policy S-8.2 Cooperate with the County's Emergency Preparedness Plan: Cooperate with Contra Costa County's Emergency Preparedness Plan.

Program S-8.2.1: Revise the City's Emergency Operations Plan to ensure that it complies with the County's Plan.

Policy S-8.3 Emergency Operations Center: Ensure that Lafayette has an adequate and well-equipped Emergency Operations Center (EOC).

Program S-8.3.1: Identify specific facilities, such as City offices, schools, fire stations, police buildings, and lifelines such as telephone, electric, water, and sewer service critical to effective emergency and disaster response. Evaluate their abilities to operate efficiently immediately after a disaster. Designate alternative facilities for post-disaster assistance in the event that the primary facilities have become unusable.

Policy S-8.4 Public Education: Make information available to residents on methods to reduce the dangers from natural hazards, fire, and crime, and encourage neighborhood groups to become involved in prevention and emergency response programs.

Policy S-8.5 Evacuation Routes: Identify and publicize evacuation routes to be used in emergencies.

Evacuation routes can be roadways or trails that allow for orderly removal of people and possessions from an endangered area. California law requires that each city discuss and map its emergency evacuation routes in the Safety Element of the General Plan.

At this time, the City of Lafayette has not adopted an evacuation routes plan of streets and trails. A study of evacuation routes will need to recognize that the City's streets are generally narrow and winding, yet provide emergency access (including evacuation) for Lafayette, Moraga and portions of Orinda and unincorporated Contra Costa County.

Program S-8.5.1: Maintain an emergency evacuation routes system. Consider establishing evacuation route standards, such as road widths.

Program S-8.5.2: Encourage the use of trails as evacuation routes in the Emergency Operations Plan.

Program S-8.5.3: Maintain designated evacuation routes in a passable condition at all times, as feasible.

Program S-8.5.4: Publicize the City's evacuation routes and other aspects of its Emergency Operations Plan.

Goal S-9 Maintain an effective medical emergency response system.

Policy S-9.1 Emergency Medical Service: Work to improve emergency medical response service in Lafayette.

Program S-9.1.1: Periodically monitor the response time for emergency medical response service in Lafayette and coordinate with providers to maintain adequate service.

NOISE

PURPOSE

The purpose of the Noise Section is to protect the health and welfare of the community by promoting development which is compatible with established noise standards. This section has been prepared in conformance with Government Code § 65302(f) and the guidelines adopted by the State Office of Noise Control, pursuant to Health and Safety Code § 46050.1. Existing and future noise problems in Lafayette and its Sphere of Influence are identified. Policies and implementation programs are provided to reduce the community's exposure to excessive noise levels. Accomplishing this task requires an evaluation of the noise from sources such as roads, highways, BART, airplanes and from stationary sources such as schools and businesses.

The Noise Chapter contains the following sections:

- A map of projected future noise contours
- Standards for indoor and outdoor noise exposure
- Policies and implementation programs to mitigate the major noise problems where possible, both in the present and in the foreseeable future

NOISE CHARACTERISTICS

Noise is defined as unwanted sound. Airborne sound is a rapid fluctuation of air pressure above and below atmospheric pressure. Sound levels are usually measured and expressed in decibels (dB) with 0 dB corresponding roughly to the threshold of hearing. Decibels and other technical terms are defined in Table 1.

Most of the sounds, which we hear in the environment, do not consist of a single frequency, but rather a broad band of frequencies, with each frequency differing in sound level. The intensities of each frequency add together to generate a sound. The method commonly used to quantify environmental sounds consists of evaluating all of the frequencies of a sound in accordance with a weighting that reflects the fact that human hearing is less sensitive at low frequencies and extreme high frequencies than in the mid-range frequency. This method is called "A" weighting, and the decibel level so measured is called the A-weighted sound level (dBA). In practice, the level of a sound source is conveniently measured using a sound level meter that includes an electrical filter corresponding to the A-weighting curve. Typical A-levels measured in the environment and in industry are shown in Table 2 for different types of noise.

Although the A-weighted noise level may adequately indicate the level of environmental noise at any instant in time, community noise levels vary continuously. Most environmental noise includes a conglomeration of noise from distant sources which create a relatively steady background noise, often called ambient noise in which no particular source is identifiable. To describe the time-varying character of environmental noise, the statistical noise descriptors, L_{10} , L_{50} , and L_{90} , are commonly used. They are the A-weighted noise levels equaled or exceeded during 10 percent, 50 percent, and 90 percent of a stated time period. A single number descriptor called the L_{eq} is now also widely used. The L_{eq} is the average A-weighted noise level during a stated period of time.

TABLE 1
DEFINITION OF ACOUSTICAL TERMS

Term	Definition
Decibel (dB)	A unit describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals (20 micronewtons per square meter).
Frequency (Hz)	The number of complete pressure fluctuations per second above and below the atmospheric pressure.
A-Weighed Sound Level (dBA)	The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise.
L_{01} , L_{10} , L_{50} , L_{90}	The A-weighted noise levels that are exceeded by 1%, 10%, 50% and 90% of the time during the measurement period.
Equivalent Noise Level (L_{eq})	The average A-weighted noise level during the measurement period.
L_{dn}	The average A-weighted noise level during a 24-hour day, obtained after addition of 10 decibels to levels measured in the night between 10:00 PM and 7:00 AM.
L_{max} , L_{min}	The maximum and minimum A-weighted noise level during the measurement period.
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
Intrusive	That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, and time of occurrence and tonal or informational content as well as the prevailing ambient noise level.

SOURCE: ILLINGWORTH & RODKIN, INC. ACOUSTICAL ENGINEERS, 1995

TABLE 2
TYPICAL NOISE LEVELS

At a Given Distance From Noise Source	Sound Levels (dBA)	Noise Environments	Subjective Impression
Civil Defense Siren (100')	130		
Jet Takeoff (200')	120		Threshold of Pain
	110	-Rock Music Concert	
Pile Driver (50')	100		Very Loud
Ambulance Siren			
	90	-Boiler Room	
Freight Cars (50')		-Printing Press Plant	
Pneumatic Drill (50')	80	-25 ft. From Hwy. 24*	
		-In Kitchen With Garbage Disposal Running	
Freeway (100')	70	-50 ft. from Moraga Road at City Limits*	Moderately Loud
Vacuum Cleaner (10')	60	-50 ft. From Happy Valley Road at Palo Alto Drive*	
		-Busy Department Store	
		-Typical Lafayette residential neighborhoods*	
Light Traffic (100')	50	-Private Business Office	
Large Transformer (200')		-Low density residential well shielded from traffic noise*	
	40	-Undeveloped open space in well shielded canyon*	Quiet
Soft Whisper (5')	30	-Quiet Bedroom	
	20	-Recording Studio	
	10		
	0		Threshold of Hearing

SOURCE: ILLINGWORTH & RODKIN, INC. ACOUSTICAL ENGINEERS, 1995

* SOURCE FOR OUTDOOR LOCATIONS: WILSON, IRHIG & ASSOCIATES, LAFAYETTE NOISE ELEMENT MARCH 1976

In determining the daily level of environmental noise, it is important to account for the difference in response of people to daytime and nighttime noises. During the nighttime, exterior background noises are generally lower than the daytime levels. However, most household noise also decreases at night and exterior noise becomes very noticeable. Further, sensitivity to noise increases when people sleep at night. To account for human sensitivity to nighttime noise levels, a descriptor, the L_{dn} (day/night average sound level), was developed. The L_{dn} divides the 24-hour day into the daytime of 7:00 AM to 10:00 PM and the nighttime of 10:00 PM to 7:00 AM. The nighttime noise level is weighted 10 dB higher than the daytime noise level.

Human Response to Noise

The effects of noise on people can be categorized as follows:

- Subjective effects of annoyance, nuisance, dissatisfaction
- Interference with activities such as speech, sleep, learning
- Physiological effects such as fear response, hearing loss

The levels associated with environmental noise, in almost every case, produce effects only in the first two categories. Workers in industrial plants can experience noise in the last category. Unfortunately, there is as yet no completely satisfactory way to measure the subjective effects of noise, or of the corresponding reactions of annoyance and dissatisfaction. This is primarily because of the wide variation in individual thresholds of annoyance, and habituation to noise over differing individual past experiences with noise. In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will be judged by people.

The following relationships will be helpful in understanding the significance of increases in the A-weighted noise level.

- In short-term laboratory experiments, a change of 1 dB can just be perceived. Longer-term exposure to a 1 dB change in environmental noise is perceivable.
- Outside of the laboratory, a 3 dB change is considered a noticeable difference.
- A change in level of 5 dB is very obvious, and a noticeable change in community response would be expected.
- A 10 dB change is subjectively heard as approximately a doubling in loudness, and would almost certainly cause an adverse change in community response.

In any typical noise environment about 10 percent of the population will object to any noise not of their own making and 25 percent will not react or complain at all, regardless of the level of noise being generated. Consequently, noise control measures are most beneficial to the remaining 65 percent of the population who are neither ultra sensitive nor insensitive to noise. Negative reaction to noise generally increases with the increase in difference between background (or ambient) noise and the noise generated from a particular source such as traffic or railroad operations. In most situations, noise control measures need to reduce noise by 5 to 10 dBA in order to effectively reduce complaints.

People generally have the ability to distinguish one sound from a background of sounds, such as a telephone ringing over music. However, certain noise levels can render a sound inaudible. For example, heavy trucks can interfere with a conversation. Face-to-face conversation usually can proceed where the noise level is up to 66 dBA, group conversations up to 50 to 60 dBA, and public meetings up to 45 or 55 dBA, without interruption.

Sleep interference is more difficult to quantify, although studies have shown that progressively deeper levels of sleep require louder noise levels to cause a disturbance. The California Office of Noise Control (ONC) recommends that individual events within sleeping areas should not exceed 50 dBA in residential areas exposed to noise levels of 60 L_{dn} , or greater. Interior noise standards of 45 L_{dn} will help protect against sleep interference.

Environmental noise, in almost every case, produces effects, which are subjective in nature or involve interference with human activity. However, brief sounds at levels exceeding 70 dBA can produce temporary physiological effects such as constriction of blood vessels, changes in breathing and dilation of the pupils. Steady noises of 90 dBA have been shown to increase muscle tension and adversely affect simple decision-making. Long-term exposure to levels exceeding 70 dBA can cause hearing loss.

Noise and Land Use Compatibility Standards

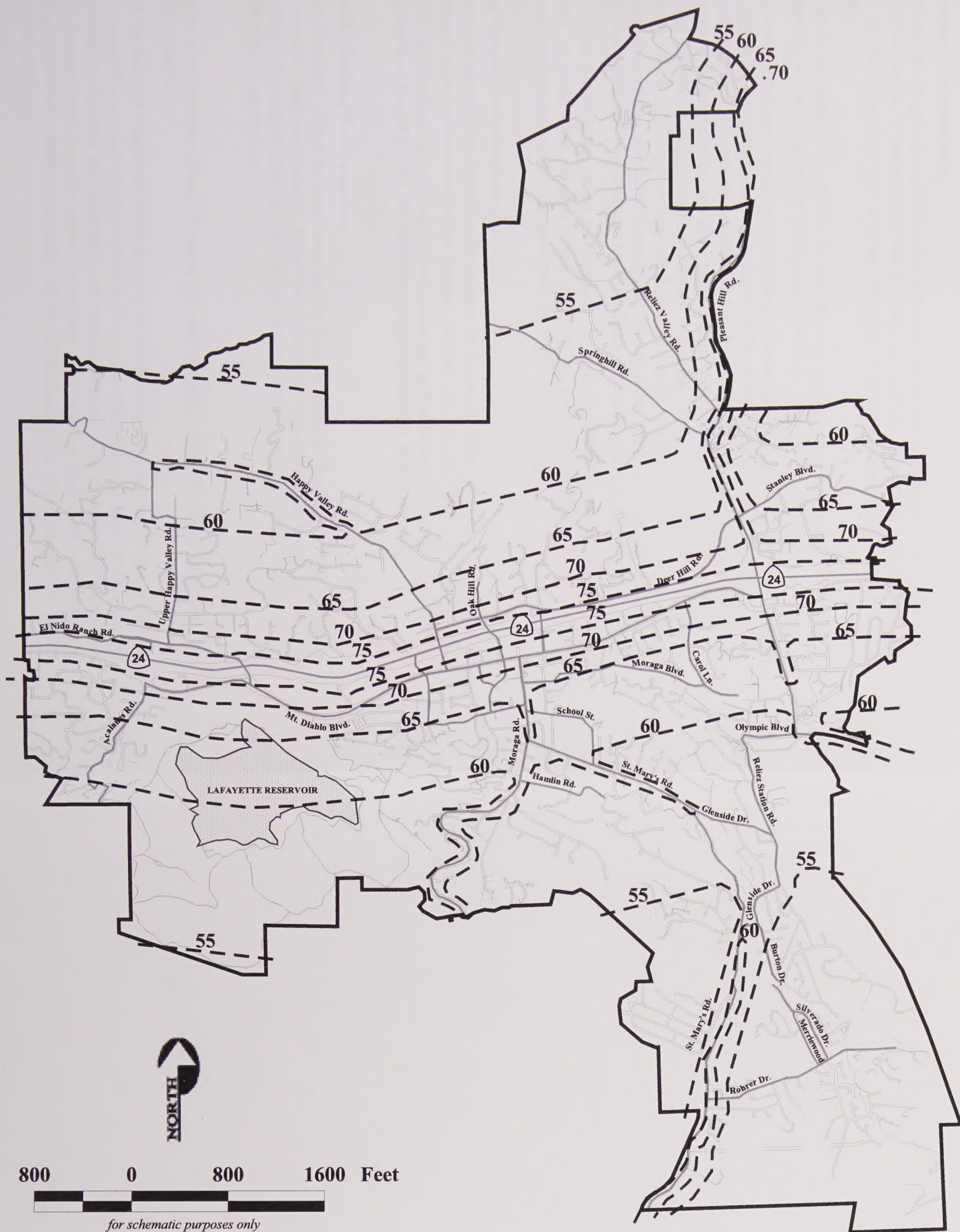
The standards listed in Figure 1 should be used to evaluate the compatibility between land uses and future noise in Lafayette. Figure 1 should be used in combination with Map VII-1: *Noise Contours* to determine whether a proposed development or land use is located in an area requiring special noise mitigating measures. A proposed development or land use located in an area indicated by Map VII-1 as being within an acceptable level would not require any special noise abatement measures. An office building proposed in an area with an exterior noise level exceeding 65 dBA, however, would be required to have a combination of noise mitigating features such as additional noise insulation, building setbacks, noise walls or other measures as indicated by an acoustical study.

Figure 1

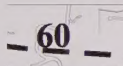
Noise and Land Use Compatibility Standards

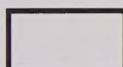
Land Use Category	Exterior Noise exposure L _{dn} dB					
	55	60	65	70	75	80
Residential, Hotels and Motels						
Outdoor Sports and Recreation, Neighborhood Parks and Playgrounds						
Schools, Libraries, Museums, Hospitals, Personal Care, Meeting Halls, Churches						
Office Buildings, Business Commercial and Professional						
Auditoriums, Concert Halls, Amphitheaters						

	Normally Acceptable Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal, conventional construction, without any special insulation requirements.
	Conditionally Acceptable Specified land use may be permitted only after a detailed analysis of the noise reduction requirements and needed noise insulation features included in the design.
	Unacceptable New construction or development should generally not be undertaken because mitigation is usually not feasible to comply with noise element policies.



Legend

 Noise contour in decibels (dBA Ldn)

 City Limits

 Reservoir

Map VII-1

Projected Noise Contours

City of Lafayette General Plan

Explanation of Figure 1: Land Use Compatibility for Community Noise

A. Noise Source Characteristics

Figure 1 shows the ranges of exterior noise exposure which are considered to be acceptable, conditionally acceptable, or unacceptable for the specified land use. Figure 1 is used to determine whether or not the noise exposure requires mitigation in order to achieve a compatible noise environment.

Where the noise exposure is acceptable for the intended land use, new development may occur without requiring an evaluation of the noise environment.

Where the noise exposure would be conditionally acceptable a specified land use may be permitted only after a detailed analysis is made of the noise reduction requirements and the needed noise insulation features are included in the design. Such noise insulation features may include measures to protect noise sensitive outdoor activity areas (e.g. at residences, schools or parks) or may include building sound insulation treatments such as sound-rated windows to protect interior spaces in residences, schools, hospitals or other buildings which are sensitive to noise. Mitigation measures should be focused on reducing noise where it would have an adverse effect for the specified land use, outdoors and/or indoors depending upon the land use.

For areas where the existing noise environment is unacceptable, new development should generally not be undertaken because there may not be sufficient mitigations to bring the development into compliance with the noise policies of this Chapter.

B. Suitable Interior Environments

One objective of locating residential units relative to a known noise source is to maintain a suitable interior noise environment at no greater than 45 dB L_{dn} or L_{dn} . This requirement, coupled with the measured or calculated noise reduction performance of all types of structures under consideration, should govern the minimal acceptable distance to a noise source.

C. Acceptable Outdoor Environments

Another consideration, which in some communities is an overriding factor, is the desire for an acceptable outdoor noise environment. When this is the case, more restrictive standards for land use compatibility, typically below the maximum considered “normally acceptable” for that land use category may be appropriate.

The following considerations should be taken into account when using the Noise and Land Use Compatibility Standards:

1. The standard for maximum outdoor noise levels in residential areas is a L_{dn} of 60 dB. This standard is applied where outdoor use is a major consideration, such as backyards in single-family housing developments and recreation areas in multifamily developments. This standard should not be applied to outdoor areas such as small decks and balconies typically associated with multifamily residential developments, which can have a higher standard of 65 L_{dn} .

2. The maximum acceptable interior noise level in new residential development required by the State of California Noise Insulation Standards is an L_{dn} of 45. This standard continues to be applied to single family and all other residential development in Lafayette. In addition, the interior noise level for offices shall be L_{dn} 45 dB or less.
3. These standards are not intended to be applied reciprocally. In other words, if an area is currently below the desired noise standard, an increase in noise up to the maximum should not necessarily be permitted. The impact of a proposed project on an existing land use should be evaluated in terms of the potential for adverse community response, based on existing community noise levels, regardless of the compatibility standards.
4. The Noise and Land Use Compatibility Standards should be reviewed in relation to the specific source of noise. These standards are based on measurement systems, which average noise over a 24-hour period and do not take into account single-event noise sources. For example, aircraft noise normally consists of a higher single-noise event than vehicular traffic and has been linked to sleep interference and other significant problems, but occurs infrequently in Lafayette. Different noise sources yielding the same composite noise exposure do not necessarily create the same environment. Additional standards may be applied on a case-by-case basis where supported by acoustical analysis to mitigate the effects of single-event noise sources.

Sensitive receptors are land uses, which are sensitive to noise such as hospitals, convalescent homes, schools, and libraries. Noise levels for these types of uses should not exceed those allowed in Figure 1. Map VII-1 *Noise Contours* indicates the projected environmental noise levels and the location of some noise sensitive uses in the City.

THE EXISTING NOISE ENVIRONMENT

The major source of noise in Lafayette is vehicular traffic, including automobiles, trucks, buses, and motorcycles. The level of vehicular noise generally varies with the volume of traffic, the number of trucks or buses, the speed of traffic, and the distance from the roadway. Noise generated by vehicular traffic in the City is greatest along State Route 24, which is the dominant noise source in Lafayette. Local roadways including Moraga Road, First Street, Pleasant Hill Road, and Mt. Diablo Boulevard are also significant sources of traffic noise.

Noise levels were measured at selected points throughout Lafayette in order to quantify the existing noise environment. Day/night average noise levels range from a high of about 82 dBA in rear yards of homes adjacent to State Route 24 down to about 49 dBA at locations on the shielded or far side of ridges from the highway. The residual L_{dn} of 49 dBA results from regular high altitude jet aircraft overflights.

Traffic noise levels throughout Lafayette were calculated using a noise contour program based on Federal Highway Administration research document FHWA RD77-108. The California Vehicle Noise Emission Levels (CALVENO) developed by Caltrans were used in the model. The noise contour data are tabulated in Tables 16 and 17 in the Appendix of the Lafayette General Plan Revision Environmental Impact Report. The calculated levels depend upon the number of automobiles, medium trucks and heavy trucks, and the speed of the vehicles to calculate the distance to noise contours. Implicit in this model is the assumption that the average noise level during the noisiest hour approximates the 24-hour day/night average noise level. The hourly data gathered during the long-term measurements indicate that along State Route 24 the L_{dn} is approximately 2 dB higher than the noisiest hour L_{eq} . This is due to high noise levels during the early morning hours and late evening hours. Noise levels measured along local streets indicate good correlation between the peak hour L_{eq} and the L_{dn} . The results of the computer modeling were adjusted to account for the results of the long-term measurements.

The Bay Area Rapid Transit (BART) system runs in the median of State Route 24 through Lafayette. The noise of the State Route 24 masks (obscures) the noise of BART at most locations most of the time. BART trains are audible at residences located north and south of State Route 24 in western Lafayette where freeway noise is partially shielded from these residences. Noise levels measured at residences in western Lafayette indicate that maximum noise levels due to BART trains can reach about 80 dBA. BART noise is unique in character and therefore identifiable in comparison to traffic noise. The contribution of BART to the 24-hour average noise level is insignificant, however, due to the continuous noise levels generated by the freeway.

There are no significant sources of industrial noise or stationary noise sources in the Lafayette Planning Area.

The noise of high altitude jet aircraft is significant in Lafayette in areas where traffic noise is not significant. Aircraft are heard regularly during the daytime. Maximum noise levels resulting from jet aircraft overflights typically range from 50 to 60 dBA and can be as high as 65 to 70 dBA. The L_{dn} resulting from jet aircraft overflights is less than 50 dBA.

Goal N-1 Ensure that all new development is consistent with the standards for noise.

Policy N-1.1 General Noise Levels: The maximum allowable noise levels are established in this Chapter.

Policy N-1.2 Reduce Noise Impacts: Avoid or reduce noise impacts first through site planning and project design. Barriers and structural changes may be used as mitigation techniques only when planning and design prove insufficient.

Program N-1.2.1: Use the City's Noise Ordinance in environmental review of all development proposals and incorporate project design measures to reduce noise to allowable limits.

Program N-1.2.2: Evaluate mitigation measures for projects that would cause a “substantial increase” in noise as defined by the following criteria or would generate unusual noise which could cause significant adverse community response:

- a) cause the L_{dn} in existing residential areas to increase by 3 dB or more;
- b) cause the L_{dn} in existing residential areas to increase by 2 dB or more if the L_{dn} would exceed 70 dB; or
- c) cause the L_{dn} resulting exclusively from project-generated traffic to exceed an L_{dn} of 60 dBA at any existing residence.

A 3 dB increase would result if traffic increased by 100% over existing levels. It is recognized that there are locations where the outdoor criteria of an L_{dn} of 55 dB cannot be reasonably and feasibly achieved. These situations will be evaluated on a case-by-case basis to determine the appropriate level of mitigation.

Policy N-1.3 Noise and Land Use Compatibility Standards: Ensure that all new noise sensitive development proposals be reviewed with respect to *Figure 1: Noise and Land Use Compatibility Standards*. Noise exposure shall be determined through actual on-site noise measurements.

Policy N-1.4 Residential and Noise Sensitive Land Use Standards: Require a standard of 40 - 45 L_{dn} (depending on location) for indoor noise level for all new residential development including hotels and motels, and a standard of 55 L_{dn} for outdoor noise, except near the freeway. These limits shall be reduced by 5 dB for senior housing and residential care facilities.

Program N-1.4.1: Use the standards in Policy N-1.2.2 to determine the need for noise studies and require new developments to provide noise attenuation features as a condition of approving new projects.

Program N-1.4.2: Require an acoustical study for all new residential projects with a future L_{dn} noise exposure of 55 L_{dn} or greater. The study shall describe how the project will comply with the Noise and Land Use Compatibility Standards.

The studies shall also satisfy the requirements set forth in Title 24, part 2 of the California Government Code, Noise Insulation Standards, for multi-family attached dwellings, hotels, motels, etc. regulated by Title 24.

Program N-1.4.3: Require that all new residential development meet the standards set forth in California Title 24.

Policy N-1.5 Interior Noise Standards Applied to Remodel Projects: Interior noise standards shall be applied to residential remodel projects where the remodeling is valued at 50% of the assessed value or greater.

Program N-1.5.1: Review all building permit applications for compliance with the applicable interior noise standards and require, as necessary, the appropriate noise mitigating features.

Goal N-2 **Work to reduce noise to acceptable levels where it now exceeds those standards.**

Policy N-2.1 Reduce Outdoor Noise in Existing Residential Areas: Reduce outdoor noise in existing residential areas where economically and aesthetically feasible.

Program N-2.1.1: Consider sound barrier walls, grading and landscaping, and change in traffic patterns as potential measures.

Policy N-2.2 Mitigate Noise Impacts: Mitigate noise impacts to the maximum feasible extent.

Program N-2.2.1: Require acoustical studies and mitigation measures for new developments and roadway improvements which affect noise sensitive uses such as schools, hospitals, libraries and convalescent homes.

Program N-2.2.2: Require acoustical studies of any project that would potentially generate non-transportation noise levels in a residential area such that noise levels would exceed the planning standards set forth in Program N-1.2.2.

Program N-2.2.3: Work with Caltrans to ensure that adequate noise studies are prepared and alternative noise mitigation measures are considered when state and federal funds are available.

Program N-2.2.4: Consider and carefully evaluate the noise impacts of all street, highway and other transportation projects.

Program N-2.2.5: Continue to seek state and federal funding to construct noise barriers where impact of noise can be significantly reduced and the project would be in keeping with all the goals & policies of the General Plan

Program N-2.2.6: Restrict truck traffic to designated routes.

Program N-2.2.7: Recommend acoustical studies for all projects that would be exposed to noise levels in excess of those deemed normally acceptable, as defined in Figure 1.

Program N-2.2.8: Consider developing an ordinance that regulates the allowable hours of construction activities.

Program N-2.2.9: Consider developing standards to regulate the use of leaf blowers and like equipment.

Program N-2.2.10: Consider using "quiet" pavement such as dense graded asphalt or open graded asphalt when re-paving streets.

GROWTH MANAGEMENT

PURPOSE

Growth Management allows for a rate of growth that can be supported by the City's infrastructure and does not diminish the community's quality of life and identity. This General Plan establishes policies and standards for traffic levels of service and performance standards for fire, police, parks, sanitary facilities, water and flood control that provides a long-range method of matching the demand for public facilities generated by new development with plans, capital improvements and development mitigation programs.

Lafayette has several constraints to meeting adopted service standards. As Lafayette's street system provides access to and from other jurisdictions, the most significant constraint is the large volumes of through-traffic on Lafayette's streets, especially Mt. Diablo Boulevard, Moraga Road, and Pleasant Hill Road north of Highway 24. Another significant constraint is that the City provides a limited range of services. Lafayette depends on separate agencies for most of its essential services including: potable water supply from the East Bay Municipal Utility District; wastewater treatment from the Contra Costa Central Sanitary District; and fire protection from the Contra Costa County Fire Protection District. The City contracts with the Contra Costa County Sheriff for police services. The City maintains ongoing communication with provider agencies for all services.

Managing growth is integral to preserving all aspect of Lafayette's unique character, therefore policies and programs appear throughout the Plan. Each area of *Growth Management* is addressed in its respective General Plan chapter, e.g. the *Circulation Chapter* contains goals, policies and programs dealing with traffic congestion and intersection levels of service, the *Safety Chapter* addresses fire and police protection and emergency services, and the *Land Use Chapter* sets forth goals, policies and programs on public facilities, schools and telecommunications. By design, the *Growth Management Chapter* brings together topics covered in other areas of the Plan. The goals, policies and programs needed to support the land uses identified in this General Plan are restated in this chapter in order to provide a comprehensive look at growth management in one location in the Plan.

The goals, policies and programs in this section are consistent with the requirements of the Contra Costa Transportation Improvement and Growth Management Program ("Measure C"), approved by Contra Costa County voters in 1988 and with Government Code §65303.

PUBLIC FACILITIES AND CAPITAL IMPROVEMENTS

Adequate public facilities and services should be provided for new development, either through a development agreement or payment of a "fair share" of providing such facilities. In order to make reasonable provision for new facilities, the City of Lafayette shall establish public facility impact fees in cooperation with applicable districts. Impact fees may vary by location, according to the cost of improvements needed in the vicinity and the proportional share of the cost to be applied to the development.

Such fees will be established consistent with State law to implement the goals and policies of the General Plan, and may include charges for drainage improvements, traffic and roadway improvements and other capital improvements such as parks, trails and public facilities.

Excepting transportation improvements, the CCTA requires that the approval body make one of the following findings before approving a development project: (1) performance standards will be maintained following the project, (2) specific mitigations are required of the project developer to ensure maintenance of adopted standards, or (3) capital projects planned by the City or special district will result in maintenance of adopted standards. Such findings, mitigations, and capital projects must be consistent with approved action plans.

Goal LU-19 Maintain the existing infrastructure essential to the public health and safety of the community.

Policy LU-19.1 Capital Improvement Program: Maintain and update the five-year Capital Improvement Program (CIP).

Program LU-19.1.1: Implement the five-year Capital Improvement Program.

Program LU-19.1.2: Conduct Planning Commission review of CIP annually to ensure consistency with the General Plan.

Program LU-19.1.3: Continue the practice of including in the CIP a multi-year budget for projects including specific pavement management projects, an annual allowance for discretionary projects, and a fund for emergencies.

Program LU-19.1.4: Evaluate projects for the CIP using the following criteria: compliance with the General Plan; potential threat to health and safety; financial liability; protection of investment; cost of future maintenance; and visual impacts on the surrounding area. Other criteria may be added as needed to prioritize projects.

Program LU-19.1.5: Coordinate the timing of City capital improvement projects and those of other agencies (e.g. CALTRANS, the East Bay Municipal Utility District, the Central Contra Costa Sanitary District, and the Contra Costa County Fire Protection District) to optimize resources and minimize the impacts on residents.

Program: LU-19.1.6: Plan for adequate staff to implement the program.

Policy LU-20.13 Capital Improvement Program: Ensure that the Capital Improvement Program identifies capital projects necessary to maintain levels of performance as well as funding sources for all phases of intended projects.

Policy LU-19.2 Finance Capital Improvements: Provide public facilities to meet the needs generated by new development within Lafayette through continued planning and budgeting for public facilities and coordination with other agencies for public services the City does not provide.

Program LU-19.2.1: Evaluate the operating and maintenance costs of infrastructure improvements needed to support development.

Program LU-19.2.2: Provide information on development applications to other service-providing agencies, to enable them to assess the appropriate fair share impact fees. Request that the County require proof of payment of these fees before issuing a building permit.

Program LU-19.2.3: Implement the City's pavement management program to maintain Lafayette's roadways.

Program LU-19.2.4: Require new developments to pay their "fair share" of capital improvements and the cost of public services to maintain adequate levels of service. New development that creates incremental demand that exceeds the capacity of existing infrastructure shall be considered only through the development agreement process.

Program LU-19.2.5: Maintain development and mitigation fees at a level adequate to finance infrastructure costs. Periodically review the City's fee structure to determine that it accurately reflects the actual cost of providing services, and recommend the appropriate revisions to the City Council.

DEMAND FOR PUBLIC SERVICES AND PERFORMANCE STANDARDS

Goal LU-20 **Match the demand for public facilities and infrastructure generated by new development with the capacity of existing facilities, capital improvement programs and development mitigation programs.**

Traffic Performance Standards

Policy LU-20.1 Traffic Service Standards: Consider the level of service (LOS) goals and standards set forth in Policy C-1.2 of the *Circulation Chapter* when evaluating development proposals.

Refer to the Circulation Chapter for additional policies and programs regarding traffic LOS standards, goals, and mitigation programs consistent with the requirements of "Measure C".

The CCTA requires that projects estimated to generate over 100 peak-hour vehicle trips to conduct a traffic impact study. In addition, the Lamorinda Project Management Committee (LPMC) is required to review projects that are expected to add an additional 50 peak hour vehicle trips. In such instances, the approval body must make Findings of Consistency with the adopted Level of Service standards and approved action plans in order to

approve the project, unless mitigations are in the five-year CIP or Findings of Special Circumstances have been made.

Policy C-1.2 Level of Service Standards and Goals: Establish the following level of service (LOS) standards and goals. Transportation improvements must be consistent with the community's strong desire to preserve Lafayette's unique identity and quality of life.

Level of Service Standards and Goals

Signalized Intersections	LOS Standard ¹	CCTA Standard V/C Ratio	HCM Goal Stopped Delay At Peak Hours
Downtown Intersections	Poor D	0.85 to 0.89	33 to 40 Sec.
Intersections Outside Downtown	Good D	0.80 to 0.84	25 to 33 Sec.

These intersections correspond to CCTA's descriptions of "suburban" and "urban" intersections.

The standards shown above apply to all signalized intersections on basic routes (routes other than "routes of regional significance" as defined by the CCTA). The CCTA considers Level of Service standards to be met if (1) measurement of actual conditions at the intersection indicates equal or better operation, (2) the jurisdiction has adopted capital improvements in its five-year Capital Improvement Plan that will result in operations equal to or better than the standard, or (3) the jurisdiction has requested Findings of Special Circumstances from CCTA for intersections that will not meet the standard. The CCTA sees these findings as temporary and dependent upon proof of a future, workable solution.

If any signalized intersection along a basic route will not meet adopted standards, the City will first review the General Plan, Zoning Ordinance, and Capital Improvement Plan and consider amendments aimed at meeting the standard before applying to CCTA for Findings of Special Circumstances.

When reporting to the CCTA, Lafayette will complete and submit the required Growth Management Program Compliance Checklist, as well as a list of Reporting Intersection on Basic Routes.

Pleasant Hill Road Corridor. Pleasant Hill Road north of State Route 24 carries the highest traffic volume of any street. This street functions to connect Lafayette, the Lafayette BART station and State Route 24 with the cities of

¹ The level of service standard established by the *Draft General Plan* uses the CCTA methodology to calculate level of service standards. The HCM method is used to calculate level of service goals. Under the CCTA *Growth Management Plan* service level grades, such as LOS "A" or "B", are divided into high or low categories. A "high D", for example, means a higher volume to capacity ratio than does a "Low D". This definition has caused confusion since the *Growth Management Plan* definition states that a "high" letter grade means a worse level of service than does a "low" grade of the same letter. In order to clarify these definitions the LOS letter grades in the *Draft General Plan* are divided by categories defined as "Good" or "Poor". For example, a "Good D" in the *Draft General Plan* is equivalent to a "Low D" in the CCTA's *Growth Management Plan*.

Walnut Creek, Pleasant Hill and Martinez. Designated as Lafayette's only Route of Regional Significance, it is not subject to the adopted Level of Service Standards for basic routes. Instead, an Action Plan has been prepared that establishes Traffic Service Objectives (TSO's).

The majority of traffic on Lafayette's arterial roadways like Moraga Road and Pleasant Hill Road has its origin and destination outside the City limits. Residents of Moraga, Pleasant Hill and other areas use Lafayette's roadways to travel to and from Highway 24. As the population in neighboring communities continues to grow, so will automobile travel, congestion and delays.

To address increasing demand, some jurisdictions have chosen to increase capacity. That alternative inevitably leads to competing goals within a jurisdiction and between jurisdictions as the community addresses the amount of increased demand capacity it is willing to develop. The CCTA has adopted a conflict resolution process for such disputes.

An alternative to increasing roadway capacity to accommodate increased demand, is to reduce travel demand in a number of ways. To this end, Lafayette has adopted a Transportation Systems Management (TSM) Ordinance. The following related policies and programs appear in the Circulation Chapter.

- Policy C-10.3 Transportation Service Objectives (TSO's): Work toward achieving Lafayette-approved transportation service objectives on roads such as Highway 24 and Lafayette's portion of Pleasant Hill Road.

Lafayette is committed to implementing specified local actions in a timely manner, consistent with the adopted Pleasant Hill Road Action Plan.

- Policy C-7.1 Automobile Travel Demand: Seek to reduce vehicle trips by promoting alternatives to the single-occupant automobile.

Program C-7.1.1: Continue to implement the City's *Transportation Systems Management (TSM) Ordinance*.

Other Performance Standards

- Policy LU-20.2 Schools: Coordinate planning with the Lafayette School District and the Acalanes Union High School District so that Lafayette's school-aged children are well-served by the school system.

Program LU-20.2.1: Maintain close communications with the school district on development review and land use issues.

- Policy LU-20.3 Child and Family Day Care: Work with public and private day care providers to provide programs for child care and family day care.

Program LU-20.3.1: Revise the Zoning Ordinance to permit day care facilities, subject to a conditional use permit with findings that address issues such as neighborhood compatibility, traffic, safety, and noise.

Policy LU-20.4 Fire: Review all development projects for their impacts on standards for fire service specified in the General Plan: fire stations three miles apart in urban areas, six miles apart in rural areas, with a five-minute response time. Require fair share payments and/or mitigation measures to ensure that these standards or their equivalent are maintained.

Program LU-20.4.1: Work with the Contra Costa County Fire Protection District to improve fire prevention and protection services.

Program S-4.1.3: Encourage the Contra Costa County Fire Protection District including paramedic services to improve its response time and fireflow for Lafayette, particularly in the urban wildland fire interface zones. The location of fire stations should strive for a five-minute response time.

Program S-4.2.7: Enforce the Fire Safety Ordinance requiring sprinkler systems for new residential development more than 1.5 miles from a fire station or beyond the 3-minute response time.

Refer to the Safety Chapter for additional policies and programs on Fire Services.

Program LU-20.4.3: Consider alternatives and efficiency measures to the public safety delivery system so that response times meet service level standards.

Policy S-7.1 Police Services: Review development proposals for their demand on police services and require mitigating measures, if necessary, to maintain the community's standard for police services. Levy police impact fees for capital facilities and equipment, if warranted.

Policy S-7.2 Interjurisdictional Cooperation: Work with the Contra Costa County Sheriff's Department and neighboring jurisdictions to improve police service in Lafayette.

Policy S-7.3 Response Time Standards: Strive to maintain a three-minute response time for all life-threatening calls and those involving criminal misconduct, and a seven-minute response time for the majority of non-emergency calls.

Policy LU-20.6 Sewage Treatment and Disposal: Coordinate planning with the Central Contra Costa Sanitary District to ensure the continued availability of adequate sewage collection, treatment, and disposal facilities to meet the needs of future development. The standard for review shall be the capability to transport and treat to standards of the Regional Water Quality Control Board average daily effluent for all residential (100 gallons per capita) and nonresidential (1500 gallons per acre) projects.

Policy LU-20.7 Water: Coordinate planning with the East Bay Municipal Utility District (EBMUD) to ensure the availability of an adequate potable water supply to meet the needs of the future population. The standard for development review shall be the capacity to provide sufficient water to all residents and businesses in the City, as indicated by EBMUD.

Program LU-20.7.1: Ensure that service agreements for new development are in place that establish a level of service in accordance with this Plan and the EBMUD.

Program LU-20.7.2: Require developers to enter into agreements in accordance with the regulations and ordinances of the EBMUD and pay for the cost of potable water infrastructure required for each project.

Program LU-20.7.3: Require fair share payments and/or mitigation measures to ensure that these standards or their equivalent are maintained.

Program LU-20.7.4: Do not approve new development if EBMUD cannot assure an adequate supply of water.

EBMUD adopted a Water Supply Management Program in 1993. This program recognized that there may be supply limitations to the future expansion of EBMUD's service area. In the event of a threatened or actual water shortage, the District will give first priority to existing water customers within its existing service area.

Several of the District's supply lines need to be rebuilt and seismically strengthened. The rehabilitation of EBMUD's delivery system is being addressed by the District's Capital Improvement Program.

EBMUD has developed an extensive reclamation and water conservation program. The District recommends certain types of landscaping for new and existing development, which require minimal water. It is up to local jurisdictions, however, to implement water conservation regulations. Refer to the Open Space and Conservation Chapter for policies regarding water conservation.

Policy LU-20.8 Parks: Apply the maximum standard for parks to new development.

Program. P-1.3.1: Use the standard of five acres of parkland per 1,000 residents for the dedication, acquisition, and improvement of parkland pursuant to the provisions of the Quimby Act. (Government Code §66477)

Refer to the Parks, Trails and Recreation Chapter for policies and programs regarding parks, trails and recreational facilities.

Policy LU-20.9 Solid Waste: Review all development projects for their impacts on the City's goals contained in the *Source Reduction and Recycling Element and*

*Household Hazardous Waste Element*². Require fair share payments and/or mitigation measures to ensure that these standards are not jeopardized.

Program LU-20.9.1: Require that appropriate solid waste disposal and recycling facilities are provided for all development projects.

Program LU-20.9.2: Require new development to show how it can meet state mandated recycling goals.

Policy LU-20.10 Build out Projections: Use the build out projections for Lafayette and the region to establish goals for environmental protection and community character and to provide the basis for all public facilities planning.

Refer to Table 6 in the Land Use Chapter for build out data.

Policy LU-20.11 City Administrative Services: Provide general government administration services as comprehensively and efficiently as possible. Consider environmental impacts in selecting locations for City services.

Policy LU-20.12 Growth Management Implementation: Review development projects for conformance with adopted performance standards. Require mitigation measures where necessary to maintain adopted standards. Capital improvements shall be in place at the time of project implementation when necessary to maintain adopted performance standards.

Policy LU-20.14 Storm Drainage: Require new development to mitigate its impact on the storm drainage system.

Policy S-3.2 Flood Protection Standard: In the review of flood control for proposed new development, establish as a standard the flood recurrence intervals used by the Contra Costa County Flood Control District (e.g. the 100-year flood event for watersheds with area greater than five square miles.)

Program S-3.2.1: Utilize the Federal Emergency Management Agency's Flood Insurance Rate Map (FIRM) to reduce risk of flooding, identify 100 Year Flood Events, to calculate flow rates within identified stream channels, and to review development proposals.

Program S-3.2.2: Participate in the National Flood Insurance program.

Refer to the Safety Chapter for additional policies and programs regarding flood control.

Goal C-4 Coordinate land use and circulation planning.

Program C-4.1.2: Consider transit-oriented developments which are consistent with the goals and policies of the General Plan.

² This element is not a part of the General Plan but a separately adopted plan.

- Policy LU-8.3 Mixed Uses: Support mixed-use developments in the Downtown that do not conflict with the primarily retail focus of this area.
- Program LU-8.3.1: Develop incentives to promote retention and development of residential units in buildings Downtown.
- Policy H-2.1 Mixed Use: Encourage the development of residential uses in commercial areas where the viability of the commercial activities would not be adversely affected.
- Program H-2.1.1: Housing Rehabilitation in Non-Residential Areas: Continue to permit new housing units and housing rehabilitation in commercial zoning districts subject to approval of a land use permit as specified in the Zoning Ordinance.
- Goal LU-21 **Encourage the availability of high-quality telecommunications services to Lafayette’s citizens, schools, government and businesses.**
- Policy LU-21.1 Telecommunications: Provide improved telecommunications infrastructure.
- Program LU-21.1.1: Develop a plan for improving the telecommunications infrastructure linking the community together.
- Program LU-21.1.2: Encourage and facilitate public/private partnerships and networks to improve the City's telecommunications infrastructure.
- Program LU-21.1.3: Establish standards for telecommunications infrastructure in the public right-of-way and for private development.

GLOSSARY

GLOSSARY

This glossary is included to clarify terms used in the Plan. Should inconsistencies occur between the General Plan and the Glossary, the interpretation contained in the General Plan shall be considered the valid interpretation¹.

Abbreviations

CIP:	Capital Improvements Program
CNEL:	Community Noise Equivalent Level
dB:	Decibel
dBA:	"A-weighted" decibel
EIR:	Environmental Impact Report (State)
FAR:	Floor Area Ratio
FEMA:	Federal Emergency Management Agency
FWHA:	Federal Highway Administration
FIRM:	Flood Insurance Rate Map
HCD:	Housing and Community Development Department of the State of California.
HUD:	U.S. Dept. of Housing and Urban Development
JPA:	Joint Powers Authority
LAFCo:	Local Agency Formation Commission
L_{dn}:	Day and Night Average Sound Level
L_{eq}:	Sound Energy Equivalent Level
LOS:	Level of Service
NPDES:	National Pollutant Discharge Elimination System
OPR:	Office of Planning and Research, State of California
PUD:	Planned Unit Development
TDM:	Transportation Demand Management
TSM:	Transportation Systems Management
UBC:	Uniform Building Code
UHC:	Uniform Housing Code

NOTE: All defined terms are nouns unless identified with a "v" indicating a verb.

Access/Egress

The ability to enter a site from a roadway and exit a site onto a roadway by motorized vehicle.

Acres, Gross

The entire acreage of a site within the property lines.

Active Recreation

(See "Recreation, Active.")

¹ From the California Planning Roundtable, edited by Naphtali H. Knox and Charles E. Knox, Palo Alto, California, 1990. Modified by the City of Lafayette – September, 2000.

Adverse Impact

A negative consequence for the physical, social, or economic environment resulting from an action or project.

Affordable Housing

Housing capable of being purchased or rented by a household with very low, low, or moderate income, based on a household's ability to make monthly payments necessary to obtain housing. Housing is considered affordable when a household pays less than 30 percent of its gross monthly income (GMI) for housing including utilities.

Alquist-Priolo Act, Seismic Hazard Zone

A seismic hazard zone designated by the State of California within which specialized geologic investigations must be prepared prior to approval of certain new development.

Apartment

(1) One or more rooms of a building used as a place to live, in a building containing at least one other unit used for the same purpose. (2) A separate suite, not owner occupied, which includes kitchen facilities and is designed for and rented as the home, residence, or sleeping place of one or more persons living as a single housekeeping unit.

Architectural Control; Architectural Review

Regulations and procedures requiring the exterior design of structures to be suitable, harmonious, and in keeping with the general appearance, historic character, and/or style of surrounding areas. A process used to exercise control over the design of buildings and their settings. (See "Design Review.")

Area; Area Median Income

As used in State of California housing law with respect to income eligibility limits established by the U.S. Department of Housing and Urban Development (HUD), "area" means metropolitan area or non-metropolitan county. In non-metropolitan areas, the "area median income" is the higher of the county median family income or the statewide non-metropolitan median family income.

Arterial

Medium-speed (30-40 mph), medium-capacity (more than 20,000 average daily trips) roadway which provides intra-community travel and access to the countywide highway system. Access to community arterials should be provided at collector roads and local streets, but direct access from parcels to existing arterials is common.

Article 34 Referendum

Article 34 of the Constitution of the State of California requires passage of a referendum within a city or county for approval of the development or acquisition of a publicly financed housing project where more than 49 percent of the units are set aside for low-income households.

Assisted Housing

Generally multi-family rental housing, but sometimes single-family ownership units, whose construction, financing, sales prices, or rents have been subsidized by federal, state, or local housing programs including, but not limited to Federal Section 8 (new construction, substantial rehabilitation, and loan management set-asides), Federal Sections 213, 236, and 202, Federal Section 221(d)(3) (below-market interest rate program), Federal Section 101 (rent supplement

assistance), CDBG, FmHA Section 515, multi-family mortgage revenue bond programs, local redevelopment and in lieu fee programs, and units developed pursuant to local inclusionary housing and density bonus programs. By January 1, 1992, all California Housing Elements are required to address the preservation or replacement of assisted housing that is eligible to change to market rate housing by 2002.

Base Flood

In any given year, a 100-year flood that has 1 percent likelihood of occurring, and is recognized as a standard for acceptable risk.

Below-market-rate (BMR) Housing Unit

Any housing unit specifically priced to be sold or rented to low- or moderate-income households for an amount less than the fair-market value of the unit. The U.S. Department of Housing and Urban Development sets standards for determining which households qualify as "low income" or "moderate income."

Bikeways

A term that encompasses bicycle lanes, bicycle paths, and bicycle routes.

Biotic Community

A group of living organisms characterized by a distinctive combination of both animal and plant species in a particular habitat.

Buffer Zone

An area of land separating two distinct land uses which acts to soften or mitigate the effects of one land use on the other.

Building Height

The vertical distance between the average of the highest and lowest grade at the lowest foundation wall (measured at existing grade or finished grade, whichever is lower) and the (1) highest point of a flat roof or (2) deck line of a mansard roof or (3) average height of the highest gable of a pitched or hip roof.

Build out; Build-out

Development of land to its full potential or theoretical capacity as permitted under current or proposed planning or zoning designations.

Business Services

A subcategory of commercial land use which permits establishments primarily engaged in rendering services to other business establishments on a fee or contract basis, such as advertising and mailing; building maintenance; personnel and employment services; management and consulting services; protective services; equipment rental and leasing; photo finishing; copying and printing; travel; office supply; and similar services.

California Environmental Quality Act (CEQA)

A State law requiring State and local agencies to regulate activities with consideration for environmental protection. If a proposed activity has the potential for a significant adverse environmental impact, an Environmental Impact Report (EIR) must be prepared and certified as to its adequacy before taking action on the proposed project. General Plans require the preparation of a "program EIR."

Caltrans

California Department of Transportation.

Capital Improvements Program (CIP)

A program, administered by a city or county government and reviewed by its planning commission, which schedules permanent improvements, usually for a minimum of five years in the future, to fit the projected fiscal capability of the local jurisdiction. The program generally is reviewed annually, for conformance to and consistency with the general plan.

Carrying Capacity

The level of land use, human activity, or development for a specific area that can be accommodated permanently without an irreversible change in the quality of air, water, land, or plant and animal habitats. May also refer to the upper limits beyond which the quality of human life, health, welfare, safety, or community character within an area will be impaired. Carrying capacity usually is used to determine the potential of an area to absorb development.

Clustered Development

Development in which a number of dwelling units are placed in closer proximity than usual, or are attached, with the purpose of retaining an open space area.

Collector

Relatively low speed (25-30 mph), relatively-low-volume (2,000-5,000 average daily trips) street which provides circulation within and between neighborhoods. Collectors usually serve short trips and are intended for collecting trips from local streets and distributing them to the arterial network.

Commercial

A land use classification, which permits facilities for the buying and selling of commodities and services, including retail and office uses.

Community Care Facility

Housing licensed by the State Health and Welfare Agency, Department of Social Services, typically for elderly residents who are frail and need supervision. Services normally include three meals daily, housekeeping, security and emergency response, a full activities program, supervision in the dispensing of medicine, personal services such as assistance in grooming and bathing, but no nursing care. Sometimes referred to as residential care or personal care. Also known as "assisted living facility." (See "Congregate Care.")

Community Child Care Agency

A non-profit agency established to organize community resources for the development and improvement of child care services.

Community Development Block Grant (CDBG)

A grant program administered by the U.S. Department of Housing and Urban Development (HUD) on a formula basis for entitlement communities, and by the State Department of Housing and Community Development (HCD) for non-entitled jurisdictions. This grant allots money to cities and counties for housing rehabilitation and community development, including public facilities and economic development.

Community Park

Land with full public access intended to provide recreation opportunities beyond those supplied by neighborhood parks. Community parks are larger in scale than neighborhood parks but smaller than regional parks.

Community Redevelopment Agency

(See "Redevelopment Agency.")

Condominium

A structure of two or more units, the interior spaces of which are individually owned; the balance of the property (both land and building) is owned in common by the owners of the individual units. (See "Townhouse.")

Congestion Management Plan (CMP)

A mechanism employing growth management techniques, including traffic level of service requirements, development mitigation programs, transportation systems management, and capital improvement programming, for the purpose of controlling and/or reducing the cumulative regional traffic impacts of development. AB 1791, effective August 1, 1990, requires Congestion Management Agencies (cities and counties that include urbanized areas), to adopt and annually update a Congestion Management Plan.

Congregate Care

Apartment housing, usually for seniors, in a group setting that includes independent living and sleeping accommodations in conjunction with shared dining and recreational facilities. (See "Community Care Facility.")

Covenants, Conditions, and Restrictions (CC&Rs)

A term used to describe restrictive limitations which may be placed on property and its use, and which usually are made a condition of holding title or lease.

Critical Facility

Facilities housing or serving many people which are necessary in the event of an earthquake or flood, such as hospitals, fire, police, and emergency service facilities, utility "lifeline" facilities, such as water, electricity, and gas supply, sewage disposal, and communications and transportation facilities.

Cumulative Impact

As used in CEQA, the total impact resulting from the accumulated impacts of individual projects or programs over time.

Day Care

Provision of supervision and facilities for pre-school children during the day.

Dedication

The turning over by an owner or developer of private land for public use, and the acceptance of land for such use by the governmental agency having jurisdiction over the public function for which it will be used. Dedications for roads, parks, school sites, or other public uses often are made conditions for approval of a development by a city.

Dedication, In lieu of

Cash payments which may be required of an owner or developer as a substitute for a dedication of land, usually calculated in dollars per lot, and referred to as in lieu fees or in lieu contributions.

Density, Residential

The number of permanent residential dwelling units per acre of land. Densities specified in the General Plan may be expressed in units per gross acre or per net developable acre. (See "Acres, Gross," and "Developable Acres, Net.")

Density Bonus

The allocation of development rights that allow a parcel to accommodate additional square footage or additional residential units beyond the maximum for which the parcel is zoned, usually in exchange for the provision or preservation of an amenity at the same site or at another location. Under California law, a housing development that provides 20 percent of its units for lower income households, or 10 percent of its units for very low-income households, or 50 percent of its units for seniors, is entitled to a density bonus. (See "Development Rights, Transfer of.")

Design Review

The comprehensive evaluation of a development and its impact on neighboring properties and the community as a whole, from the standpoint of site and landscape design, architecture, materials, colors, lighting, and signs, in accordance with a set of adopted criteria and standards. Design Review usually refers to a system set up outside of the zoning ordinance, whereby projects are reviewed against certain standards and criteria by a specially established design review board or committee. (See "Architectural Control.")

Development

The physical extension and/or construction of urban land uses. Development activities include: subdivision of land; construction or alteration of structures, roads, utilities, and other facilities; installation of septic systems; grading; deposit of refuse, debris, or fill materials; and clearing of natural vegetative cover (with the exception of agricultural activities). Routine repair and maintenance activities are exempted.

Development Fee

(See "Impact Fee.")

Duplex

A detached building under single ownership, which is designed for occupation as the residence of two families living independently of each other.

Dwelling Unit

A room or group of rooms (including sleeping, eating, cooking, and sanitation facilities, but not more than one kitchen), which constitutes an independent housekeeping unit, occupied or intended for occupancy by one household on a long-term basis.

Easement, Conservation

A tool for acquiring open space with less than full-fee purchase, whereby a public agency buys only certain specific rights from the land owner. These may be positive rights (providing the public with the opportunity to hunt, fish, hike, or ride over the land), or they may be restrictive rights (limiting the uses to which the land owner may devote the land in the future.)

Easement, Scenic

A tool that allows a public agency to use an owner's land for scenic enhancement, such as roadside landscaping or vista preservation.

Economic Development Commission (EDC)

An agency charged with seeking economic development projects and economic expansion for a given area.

Elderly Housing

(See "Senior Housing.")

Emergency Shelter

A facility, which provides immediate and short-term housing and supplemental services for the homeless. Shelters come in many sizes, but an optimum size is considered to be 20 to 40 beds. Supplemental services may include food, counseling, and access to other social programs. (See "Homeless" and "Transitional Housing.")

Environment

CEQA defines environment as "the physical conditions which exist within the area which will be affected by a proposed project, including land, air, water, mineral, flora, fauna, noise, and objects of historic or aesthetic significance."

Environmental Impact Report (EIR)

A report required of general plans by the California Environmental Quality Act and which assesses all the environmental characteristics of an area and determines what effects or impacts will result if the area is altered or disturbed by a proposed action. (See "California Environmental Quality Act.")

Exaction

A contribution or payment required as an authorized precondition for receiving a development permit; usually refers to mandatory dedication (or fee in lieu of dedication) requirements found in many subdivision regulations.

Expansive Soils

Soils which swell when they absorb water and shrink as they dry.

Fair Market Rent

The rent, including utility allowances, determined by the United States Department of Housing and Urban Development for purposes of administering the Section 8 Existing Housing Program.

Family

(1) Two or more persons related by birth, marriage, or adoption [U.S. Bureau of the Census]. (2) An individual or a group of persons living together who constitute a *bona fide* single-family housekeeping unit in a dwelling unit, not including a fraternity, sorority, club, or other group of persons occupying a hotel, lodging house or institution of any kind [California].

Finding(s)

The result(s) of an investigation and the basis upon which decisions are made. Findings are used by government agents and bodies to justify action taken by the entity.

Fire Hazard Zone

An area where, due to slope, fuel, weather, or other fire-related conditions, the potential loss of life and property from a fire necessitates special fire protection measures and planning before development occurs.

Flood, 100-Year

The magnitude of a flood expected to occur on the average every 100 years, based on historical data. The 100-year flood has a 1/100, or one percent, chance of occurring in any given year.

Flood Insurance Rate Map (FIRM)

For each community, the official map on which the Federal Insurance Administration has delineated areas of special flood hazard and the risk premium zones applicable to that community.

Flood Plain

The relatively level land area on either side of the banks of a stream regularly subject to flooding. That part of the flood plain subject to a one percent chance of flooding in any given year is designated as an "area of special flood hazard" by the Federal Insurance Administration.

Floodway

The channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the "base flood" without cumulatively increasing the water surface elevation more than one foot. No development is allowed in floodways.

Floor Area Ratio (FAR)

The gross floor area permitted on a site divided by the total net area of the site, expressed in decimals to one or two places. For example, on a site with 10,000 net sq. ft. of land area, a Floor Area Ratio of 1.0 will allow a maximum of 10,000 gross sq. ft. of building floor area to be built. On the same site, an FAR of 1.5 would allow 15,000 sq. ft. of floor area; an FAR of 2.0 would allow 20,000 sq. ft.; and an FAR of 0.5 would allow only 5,000 sq. ft. Commonly used in zoning, FARs are typically applied on a parcel-by-parcel basis as opposed to an average FAR for an entire land use or zoning district.

Gateway

A point along a roadway entering the city at which a motorist gains a sense of having left the environs and of having entered the city.

Geologic Review

The analysis of geologic hazards, including all potential seismic hazards, surface ruptures, liquefaction, landsliding, mudsliding, and the potential for erosion and sedimentation.

Groundwater

Water under the earth's surface, often confined to aquifers capable of supplying wells and springs.

Groundwater Recharge

The natural process of infiltration and percolation of rainwater from land areas or streams through permeable soils into water-holding rocks which provide underground storage ("aquifers").

Growth Management

The use by a community of a wide range of techniques in combination to determine the amount, type, and rate of development desired by the community and to channel that growth into designated areas. Growth management policies can be implemented through growth rates, zoning, capital improvement programs and projects, public facilities ordinances, urban limit lines, standards for levels of service, and other techniques. (See "Congestion Management Plan.")

Hazardous Material

Any substance that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if

released into the workplace or the environment. The term includes, but is not limited to, hazardous substances and hazardous wastes.

Hillsides

Land which has an average percent of slope equal to or exceeding fifteen percent.

Home Occupation

A commercial activity conducted solely by the occupants of a particular dwelling unit in a manner incidental to residential occupancy.

Homeless

Persons and families who lack a fixed, regular, and adequate nighttime residence. Includes those staying in temporary or emergency shelters or who are accommodated with friends or others with the understanding that shelter is being provided as a last resort. California Housing Element law, Section 65583(c)(1) requires all cities and counties to address the housing needs of the homeless. (See "Emergency Shelter" and "Transitional Housing.")

Hoteling

Provision of small business services in an office environment that can be rented on an hourly or daily basis, allowing business travelers or telecommuters the use of office space, equipment and support staff.

Household

All those persons--related or unrelated--who occupy a single housing unit. (See "Family.")

Households, Number of

The count of all year-round housing units occupied by one or more persons. The concept of *household* is important because the formation of new households generates the demand for housing. Each new household formed creates the need for one additional housing unit or requires that one existing housing unit be shared by two households. Thus, household formation can continue to take place even without an increase in population, thereby increasing the demand for housing.

Housing and Community Development Department of the State of California (HCD)

The State agency that has principal responsibility for assessing, planning for, and assisting communities to meet the needs of low- and moderate-income households.

Housing Element

Article 10.6 of the California Government Code requires each city and county to prepare and maintain a current Housing Element as part of the community's General Plan in order to attain a statewide goal of providing "decent housing and a suitable living environment for every California family." Under California law, Housing Elements must be updated every five years.

Housing and Urban Development, U.S. Department of (HUD)

A cabinet-level department of the federal government which administers housing and community development programs.

Housing Unit

A house, an apartment, a group of rooms or a single room, occupied as separate living quarters. Separate living quarters are those in which the occupants live and eat separately from any other person in the building and which have direct access from the outside of the building or through a

common hall. (See "Dwelling Unit," "Family," and "Household.")

Impact

The effect of any direct man-made actions or indirect repercussions of man-made actions on existing physical, social, or economic conditions.

Impact Fee

A fee, also called a development fee, levied on the developer of a project by a city, county, or other public agency as compensation for otherwise-unmitigated impacts the project will produce. California Government Code Section 66000 *et seq.* specifies that development fees shall not exceed the estimated reasonable cost of providing the service for which the fee is charged. To lawfully impose a development fee, the public agency must verify its method of calculation and document proper restrictions on use of the fund.

Improvement

The addition or installation of one or more structures or utilities on a vacant parcel of land.

Infill Development

Development of vacant land (usually individual lots or left-over properties) within areas which are already largely developed and have existing infrastructure.

Infrastructure

Public services and facilities, such as sewage-disposal systems, water-supply systems, other utility systems, and roads.

In Lieu Fee

(See "Dedication, In lieu of.")

Institutional Use

(1) Privately owned and operated activities which are institutional in nature, such as hospitals, museums, and schools; (2) churches and other religious institutions; and (3) other nonprofit activities of an education, youth, welfare, or philanthropic nature which can not be considered a residential, commercial, or industrial activity.

Joint Powers Authority (JPA)

A legal arrangement that enables two or more units of government to share authority in order to plan and carry out a specific program or set of programs that serves both units.

Landmark

Refers to a building, site, object, structure, or significant natural feature, having historical, architectural, social, or cultural significance and marked for preservation by the local, state, or federal government.

Land Use

The occupation or utilization of land or water area for any human activity or any purpose defined in the General Plan.

Land Use Element

A required element of the General Plan which uses text and maps to designate the future use or reuse of land within a given jurisdiction's planning area. The land use element serves as a guide to structuring zoning and subdivision controls, urban renewal and capital improvements

programs, and to official decisions regarding the distribution and intensity of development and the location of public facilities and open space.

Land Use Regulation

A term encompassing the regulation of land in general and often used to mean those regulations incorporated in the General Plan, as distinct from zoning regulations (which are more specific).

Leasehold Interest

(1) The interest which the lessee has in the value of the lease itself in condemnation award determination. (2) The difference between the total remaining rent under the lease and the rent the lessee would currently pay for similar space for the same time period.

Level of Service (LOS)

(1) A scale that measures the amount of traffic a roadway or intersection is or may be capable of handling. Levels range from A to F, with A representing the highest level of service, as follows:

Level of Service A

Indicates a relatively free flow of traffic, with little or no limitation on vehicle movement or speed.

Level of Service B

Describes a steady flow of traffic, with only slight delays in vehicle movement and speed. All queues clear in a single signal cycle.

Level of Service C

Denotes a reasonably steady, high-volume flow of traffic, with some limitations on movement and speed, and occasional backups on critical approaches.

Level of Service D

Denotes the level where traffic nears an unstable flow. Intersections still function, but short queues develop and cars may have to wait through one cycle during short peaks.

Level of Service E

Describes traffic characterized by slow movement and frequent (although momentary) stoppages. This type of congestion is considered severe, but is not uncommon at peak traffic hours, with frequent stopping, long-standing queues, and blocked intersections.

Level of Service F

Describes unsatisfactory stop-and-go traffic characterized by "traffic jams" and stoppages of long duration. Vehicles at signalized intersections usually have to wait through one or more signal changes, and "upstream" intersections may be blocked by the long queues.

(2) Some communities in California are developing standards for levels of service relating to municipal functions such as police, fire, and library service. These standards are incorporated in the General Plan or in separate "Level of Service Plans."

Liquefaction

The transformation of loose, water-saturated granular materials (such as sand or silt) from a solid into a liquid state. A type of ground failure that can occur during an earthquake.

Local Agency Formation Commission (LAFCo)

A five-member commission within each county that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities,

consolidation of districts, and merger of districts with cities. Each county's LAFCo is empowered to approve, disapprove, or conditionally approve such proposals. The five LAFCo members generally include two county supervisors, two city council members, and one member representing the general public. Some LAFCos include members who are directors of special districts.

Lot

(See "Site.")

Lot of Record

A lot which is part of a recorded subdivision or a parcel of land which has been recorded at the county recorder's office containing property tax records.

Low-income Household

A household with an annual income usually no greater than 80 percent of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program. (See "Area.")

Manufactured Housing

Residential structures which are constructed entirely in the factory, and which since June 15, 1976, have been regulated by the federal Manufactured Home Construction and Safety Standards Act of 1974 under the administration of the U.S. Department of Housing and Urban Development (HUD). (See "Mobile Home" and "Modular Unit.")

Ministerial (Administrative) Decision

An action taken by a governmental agency which follows established procedures and rules and does not call for the exercise of judgment in deciding whether to approve a project.

Mixed-use

Properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A "single site" may include contiguous properties.

Mobile Home

A structure, transportable in one or more sections, built on a permanent chassis and designed for use as a single-family dwelling unit and which (1) has a minimum of 400 square feet of living space; (2) has a minimum width in excess of 102 inches; (3) is connected to all available permanent utilities; and (4) is tied down (a) to a permanent foundation on a lot either owned or leased by the homeowner or (b) is set on piers, with wheels removed and skirted, in a mobile home park under a lease with a minimum period of one year. (See "Manufactured Housing" and "Modular Unit.")

Moderate-income Household

A household with an annual income between the lower income eligibility limits and 120 percent of the area median family income adjusted by household size, usually as established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program. (See

"Area" and "Low-income Household.")

Multiple Family Building

A detached building designed and used exclusively as a dwelling by three or more families occupying separate suites.

National Environmental Policy Act (NEPA)

An act passed in 1974 establishing federal legislation for national environmental policy, a council on environmental quality, and the requirements for environmental impact statements.

National Flood Insurance Program

A federal program which authorizes the sale of federally subsidized flood insurance in communities where such flood insurance is not available privately.

National Historic Preservation Act

A 1966 federal law that established a National Register of Historic Places and the Advisory Council on Historic Preservation, and which authorized grants-in-aid for preserving historic properties.

National Pollutant Discharge Elimination System

A federal program administered by local jurisdictions developed to address point-source and non-point source (e.g., stormwater) pollution sources.

National Register of Historic Places

The official list, established by the National Historic Preservation Act, of sites, districts, buildings, structures, and objects significant in the nation's history or whose artistic or architectural value is unique.

Neighborhood Park

City-owned land intended to serve the recreation needs of people living or working within one-half mile radius of the park.

Noise Contour

A line connecting points of equal noise level as measured on the same scale. Noise levels greater than the 60 L_{dn} contour (measured in dBA) require noise attenuation in residential development.

Non-conforming Use

A use which was valid when brought into existence, but by subsequent regulation becomes no longer conforming. "Non-conforming use" is a generic term and includes (1) non-conforming structures (by virtue of size, type of construction, location on land, or proximity to other structures), (2) non-conforming use of a conforming building, (3) non-conforming use of a non-conforming building, and (4) non-conforming use of land. Thus, any use lawfully existing on any piece of property that is inconsistent with a new or amended General Plan, and that in turn is a violation of a zoning ordinance amendment subsequently adopted in conformance with the General Plan, will be a non-conforming use. Typically, non-conforming uses are permitted to continue for a designated period of time, subject to certain restrictions.

Office of Planning and Research, (OPR)

(See " Planning and Research, Office of .")

Office Use

The use of land by general business offices, medical and professional offices, administrative or headquarters offices for large wholesaling or manufacturing operations, and research and

development.

Open Space Land

Any parcel or area of land or water which is essentially unimproved and devoted to an open space use for the purposes of (1) the preservation of natural resources, (2) the managed production of resources, (3) outdoor recreation, or (4) public health and safety.

Outdoor Recreation Use

A privately or publicly owned or operated use providing facilities for outdoor recreation activities.

Para-transit

Refers to transportation services and which operate vehicles, such as buses, jitneys, taxis, and vans for senior citizens, and/or mobility-impaired.

Parcel

A lot, or contiguous group of lots, in single ownership or under single control, usually considered a unit for purposes of development.

Parks

Open space lands whose primary purpose is recreation. (See "Open Space Land," "Community Park," and "Neighborhood Park.")

Passive Recreation

(See "Recreation, Passive.")

Peak Hour/Peak Period

For any given roadway, a daily period during which traffic volume is highest, usually occurring in the morning and evening commute periods. Where "F" Levels of Service are encountered, the "peak hour" may stretch into a "peak period" of several hours' duration.

Personal Services

Services of a personal convenience nature, as opposed to products which are sold to individual consumers. Personal services include barber and beauty shops, shoe and luggage repair, fortune tellers, photographers, laundry and cleaning services and pick-up stations, copying, repair and fitting of clothes, and similar services.

Planned Unit Development (PUD)

A description of a proposed unified development, consisting at a minimum of a map and adopted ordinance setting forth the regulations governing, and the location and phasing of all proposed uses and improvements to be included in the development.

Planning and Research, Office of (OPR)

A governmental division of the State of California which has among its responsibilities the preparation of a set of guidelines for use by local jurisdictions in drafting General Plans.

Planning Area

The Planning Area is the land area addressed by the General Plan. Typically, the Planning Area boundary coincides with the Sphere of Influence which encompasses land both within the City Limits and potentially annexable land.

Planning Commission

A body, usually having five or seven members, created by a city or county in compliance with California law (Section 65100) which requires the assignment of the planning functions of the city or county to a planning department, planning commission, hearing officers, and/or the legislative body itself, as deemed appropriate by the legislative body.

Pollution, Non-Point

Sources for pollution which are less definable and usually cover broad areas of land such as automobiles, or agricultural land with fertilizers which are carried from the land by runoff.

Pollution, Point

In reference to water quality, a discrete source from which pollution is generated before it enters receiving waters, such as a sewer outfall, a smokestack, or an industrial waste pipe.

Poverty Level

As used by the U.S. Census, families and unrelated individuals are classified as being above or below the poverty level based on a poverty index which provides a range of income cutoffs or "poverty thresholds" varying by size of family, number of children, and age of householder. The income cutoffs are updated each year to reflect the change in the Consumer Price Index.

Professional Offices

A use providing professional or consulting services in the fields of law, medicine, architecture, design, engineering, accounting, and similar professions, but not including financial institutions or real estate or insurance offices.

Pro Rata

Refers to the proportionate distribution of the cost of infrastructure improvements associated with new development to the users of the infrastructure on the basis of projected use.

Rare or Endangered Species

A species of animal or plant listed in: Sections 670.2 or 670.5, Title 14, California Administrative Code; or Title 50, Code of Federal Regulations, Section 17.11 or Section 17.2, pursuant to the Federal Endangered Species Act designating species as rare, threatened, or endangered.

Recreation, Active

A type of recreation or activity which requires the use of organized play areas including, but not limited to, softball, baseball, football and soccer fields, tennis and basketball courts and various forms of children's play equipment.

Recreation, Passive

Type of recreation or activity which does not require the use of organized play areas.

Redevelopment Agency

A local agency created under California Redevelopment Law, or a local legislative body which has elected to exercise the powers granted to such an agency, for the purpose of planning, developing, re-planning, redesigning, clearing, reconstructing, and/or rehabilitating all or part of a specified area with residential, commercial, industrial, and/or public (including recreational) structures and facilities. The redevelopment agency's plans must be compatible with adopted community general plans.

Residential

Land designated in the City's General Plan and zoning ordinance for buildings consisting only of dwelling units. May be vacant or unimproved. (See "Dwelling Unit.")

Rezoning

An amendment to the map and/or text of a zoning ordinance to effect a change in the nature, density, or intensity of uses allowed in a zoning district and/or on a designated parcel or land area.

Ridgeline

A line connecting the highest points along a ridge and separating drainage basins or small-scale drainage systems from one another.

Right-of-way

A strip of land occupied or intended to be occupied by certain transportation and public use facilities, such as roadways, railroads, utility lines, sidewalks and walkways.

Riparian Lands

Riparian lands are comprised of the vegetative and wildlife areas adjacent to perennial and intermittent streams. Riparian areas are delineated by the existence of plant species normally found near freshwater.

Second Unit

A self-contained living unit, either attached to or detached from, and in addition to, the primary residential unit on a single lot. Sometimes called "Granny Flat."

Section 8 Rental Assistance Program

A federal (HUD) rent-subsidy program which is the main source of federal housing assistance for low-income households. The program operates by providing "housing assistance payments" to owners, developers, and public housing agencies to make up the difference between the "Fair Market Rent" of a unit (set by HUD) and the household's contribution toward the rent, which is calculated at 30 percent of the household's adjusted gross monthly income (GMI). "Section 8" includes programs for new construction, existing housing, and substantial or moderate housing rehabilitation.

Senior Housing

Typically one- and two-bedroom apartments or condominiums designed to meet the needs of persons 62 years of age and older or, if more than 150 units, persons 55 years of age and older, and restricted to occupancy by them. (See "Congregate Care.")

Seniors

Persons 62 years of age and older.

Setback

The horizontal distance between the property line and any structure.

Shared Living

The occupancy of a dwelling unit by persons of more than one family in order to reduce housing expenses and provide social contact, mutual support, and assistance. Shared living facilities serving six or fewer persons are permitted in all residential districts by Section 1566.3 of the California Health and Safety Code.

Shelter

Temporary protection from the elements, typically for those whose homes have become uninhabitable due to earthquake, fire or other disaster, or for the homeless.

Sidewalk

A walkway constructed of concrete, brick or paving stones and separated from the street or road by a concrete curb or gutter.

Significant Effect

A beneficial or detrimental impact on the environment. May include, but is not limited to, significant changes in an area's air, water, and land resources.

Site

A parcel of land used or intended for one or more uses and having frontage on a public or an approved private street. A lot. (See "Lot.")

Solid Waste

General category that includes organic wastes, paper products, metals, glass, plastics, cloth, brick, rock, soil, leather, rubber, yard wastes, and wood. Organic wastes and paper products comprise about 75 percent of typical urban solid waste even though most is recyclable.

Specific Plan

Under Article 8 of the Government Code (Section 65450 *et seq.*), a legal tool for detailed design and implementation of a defined portion of the area covered by a General Plan. A specific plan may include all detailed regulations, conditions, programs, and/or proposed legislation which may be necessary or convenient for the systematic implementation of any General Plan element(s).

Sphere of Influence

The probable ultimate physical boundaries and service area of a local agency (city or district) as determined by the Local Agency Formation Commission (LAFCo) of the County.

Standards

(1) A rule or measure establishing a level of quality or quantity that must be complied with or satisfied. The State Government Code (Section 65302) requires that general plans spell out the objectives, principles, "standards," and proposals of the general plan. Examples of standards might include the number of acres of park land per 1,000 population that the community will attempt to acquire and improve, or the "traffic Level of Service" (LOS) that the plan hopes to attain or maintain. (2) Requirements in a zoning ordinance that govern building and development as distinguished from use restrictions; for example, site-design regulations such as lot area, height limit, frontage, landscaping, and floor area ratio.

Storm Runoff

Water generated by rainfall that does not percolate into the earth but flows overland to flowing or stagnant bodies of water.

Subdivision

The division of a tract of land into defined lots, either improved or unimproved, which can be separately conveyed by sale or lease, and which can be altered or developed. "Subdivision" includes a condominium project as defined in Section 1350 of the California Civil Code and a

community apartment project as defined in Section 11004 of the Business and Professions Code.

Subdivision Map Act

Division 2 (Sections 66410 *et seq*) of the California Government code, this act vests in local legislative bodies the regulation and control of the design and improvement of subdivisions, including the requirement for tentative and final maps. (See "Subdivision.")

Sub-regional

Pertaining to a portion of a region. The communities of Lafayette, Moraga and Orinda ("Lamorinda") form a sub-region.

Substandard Housing

Residential dwellings which, because of their physical condition, do not provide safe and sanitary housing.

Townhouse; Townhome

A one-family dwelling in a row of at least three such units in which each unit has its own front and rear access to the outside, no unit is located over another unit, and each unit is separated from any other unit by one or more common and fire-resistant walls. Townhouses usually have separate utilities; however, in some condominium situations, common areas are serviced by utilities purchased by a homeowners association on behalf of all townhouse members of the association. (See "Condominium.")

Trail

Any route, paved or unpaved, that offers recreational walking opportunities and often provides links to recreational areas. Trails may, on occasion, utilize a road or street but, unlike walkways, are not ordinarily associated with vehicular traffic.

Transfer of Development Rights (TDR)

(See "Development Rights, Transfer of.")

Transit, Public

A system of regularly-scheduled buses and/or trains available to the public on a fee-per-ride basis. Also called "Mass Transit."

Transitional Housing

Shelter provided to the homeless for an extended period, often as long as 18 months, and generally integrated with other social services and counseling programs to assist in the transition to self-sufficiency through the acquisition of a stable income and permanent housing. (See "Homeless" and "Emergency Shelter.")

Transportation Demand Management (TDM)

A strategy for reducing demand on the road system by reducing the number of vehicles using the roadways and/or increasing the number of persons per vehicle. TDM attempts to reduce the number of persons who drive alone on the roadway during the commute period and to increase the use of carpools, vanpools, buses and trains, walking, and biking and telecommuting. TDM can be an element of TSM (see below).

Transportation Systems Management (TSM)

A comprehensive strategy developed to address the problems caused by additional development, increasing trips, and a shortfall in transportation capacity. Transportation Systems Management

focuses on utilizing existing highway and transit systems more efficiently rather than expanding them. TSM measures are characterized by their low cost and quick implementation time frame, such as computerized traffic signals, metered freeway ramps, and one-way streets.

Trees, Heritage

Trees planted by a group of citizens or by the City in commemoration of an event or in memory of a person figuring significantly in history.

Trees, Landmark

Trees whose size, visual impact, or association with a historically significant structure or event have led the City to designate them as landmarks.

Trip

A one-way journey that proceeds from an origin to a destination via a single mode of transportation; the smallest unit of movement considered in transportation studies. Each trip has one "production end," (or origin--often from home, but not always), and one "attraction end," (destination). (See "Traffic Model.")

Trip Generation

The dynamics that account for people making trips in automobiles or by means of public transportation. Trip generation is the basis for estimating the level of use for a transportation system and the impact of additional development or transportation facilities on an existing, local transportation system. Trip generations of households are correlated with destinations that attract household members for specific purposes.

Undeveloped

Not developed; a lot or parcel that has no utilities, structures or roads.

Undevelopable

Specific areas where topographic, geologic, and/or surficial soil conditions indicate a significant danger to future occupants or a liability to the property owner.

Underdeveloped

Term used to describe parcels that are not currently developed to their full potential under General Plan and Zoning Ordinance regulations, i.e. additional dwelling units or commercial space could be constructed by addition or redevelopment.

Unimproved

Used to describe a lot or parcel that has no utilities, structures or roads.

Uniform Building Code (UBC)

A national, standard building code which sets forth minimum standards for construction.

Urban Design

The attempt to give form, in terms of both beauty and function, to selected urban areas or to whole cities. Urban design is concerned with the location, mass, and design of various urban components and combines elements of urban planning, architecture, and landscape architecture.

Urban Limit Line

A boundary, sometimes parcel-specific, located to mark the outer limit beyond which urban

development will not be allowed. It has the aim of discouraging urban sprawl by containing urban development during a specified period, and its location may be modified over time.

Use

The purpose for which a lot or structure is or may be leased, occupied, maintained, arranged, designed, intended, constructed, erected, moved, altered, and/or enlarged in accordance with the City's zoning ordinance and General Plan land use designations.

Use, Non-conforming

(See "Non-conforming Use.")

Use Permit

The discretionary and conditional review of an activity, function or operation on a site or in a building or facility.

Utility Corridors

Rights-of-way or easements for utility lines on either publicly or privately owned property. (See "Right-of-way" or "Easement.")

Vacant

Lands or buildings which are not actively used for any purpose.

Variance

A departure from any provision of the zoning requirements for a specific parcel, except use, without changing the zoning ordinance or the underlying zoning of the parcel. A variance usually is granted only upon demonstration of hardship based on the peculiarity of the property in relation to other properties in the same zone district.

Vehicle-Miles Traveled (VMT)

A key measure of overall street and highway use. Reducing VMT is often a major objective in efforts to reduce vehicular congestion and achieve regional air quality goals.

Very Low-income Household

A household with an annual income usually no greater than 50 percent of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program. (See "Area.")

View Corridor

The line of sight - identified as to height, width, and distance - of an observer looking toward an object of significance to the community (*e.g.*, ridgeline, river, historic building, etc.); the route that directs the viewers attention.

Viewshed

The area within view from a defined observation point.

Volume-to-Capacity Ratio

A measure of the operating capacity of a roadway or intersection, in terms of the number of vehicles passing through, divided by the number of vehicles that theoretically could pass through when the roadway or intersection is operating at its designed capacity. Abbreviated as "v/c." At a v/c ratio of 1.0, the roadway or intersection is operating at capacity. If the ratio is less than 1.0,

the traffic facility has additional capacity. Although ratios slightly greater than 1.0 are possible, it is more likely that the peak hour will elongate into a "peak period." (See "Peak Hour" and "Level of Service.")

Walkway

Any path intended primarily for pedestrian use that parallels or is directly associated with any street or road. Walkways include sidewalks and all other improved pedestrian rights-of-way. Its principal purpose is to provide suitable separation between vehicular and pedestrian traffic. Its design and construction will reflect its use and location.

Watercourse

Naturally or once naturally flowing (perennial or intermittent) water body including rivers, streams, and creeks. Includes natural waterways that have been channelized, but does not include manmade channels, ditches, and underground drainage and sewage systems.

Wetlands

Transitional areas between terrestrial and aquatic systems where the water table is usually at or near the surface, or the land is covered by shallow water. Under a "unified" methodology now used by all federal agencies, wetlands are defined as "those areas meeting certain criteria for hydrology, vegetation, and soils."

Wildlife Refuge

An area maintained in a natural state for the preservation of both animal and plant life.

Zone, Combining

A special purpose zone which is superimposed over the regular zoning map. Combining zones are used for a variety of purposes, such as airport compatibility, flood plain or wetlands protection, historic designation, or special parking regulations. Also called "overlay zone."

Zone, Interim

A zoning designation that temporarily reduces or freezes allowable development in an area until a permanent classification can be fixed; generally assigned during General Plan preparation to provide a basis for permanent zoning.

Zone, Study

(See "Zone, Interim.")

Zone, Traffic

In a mathematical traffic model the area to be studied is divided into zones, with each zone treated as producing and attracting trips. The production of trips by a zone is based on the number of trips to or from work or shopping, or other trips produced per dwelling unit.

Zoning

The division of a city by legislative regulations into areas, or zones, which specify allowable uses for real property and size restrictions for buildings within these areas; a program that implements policies of the General Plan.

Zoning District

A designated section of the City for which prescribed land use requirements and building and development standards are uniform.

Zoning, Exclusionary

Development regulations which result in the exclusion of low- and moderate-income and/or minority families from a community.

Zoning, Inclusionary

Regulations which increase housing choice by providing the opportunity to construct more diverse and economical housing to meet the needs of low- and moderate-income families. Often such regulations require a minimum percentage of housing for low- and moderate-income households in new housing developments and in conversions of apartments to condominiums.

Zoning Map

Government Code Section 65851 permits a legislative body to divide a county, a city, or portions thereof, into zones of the number, shape, and area it deems best suited to carry out the purposes of the zoning ordinance. These zones are delineated on a map or maps, called the Zoning Map.

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